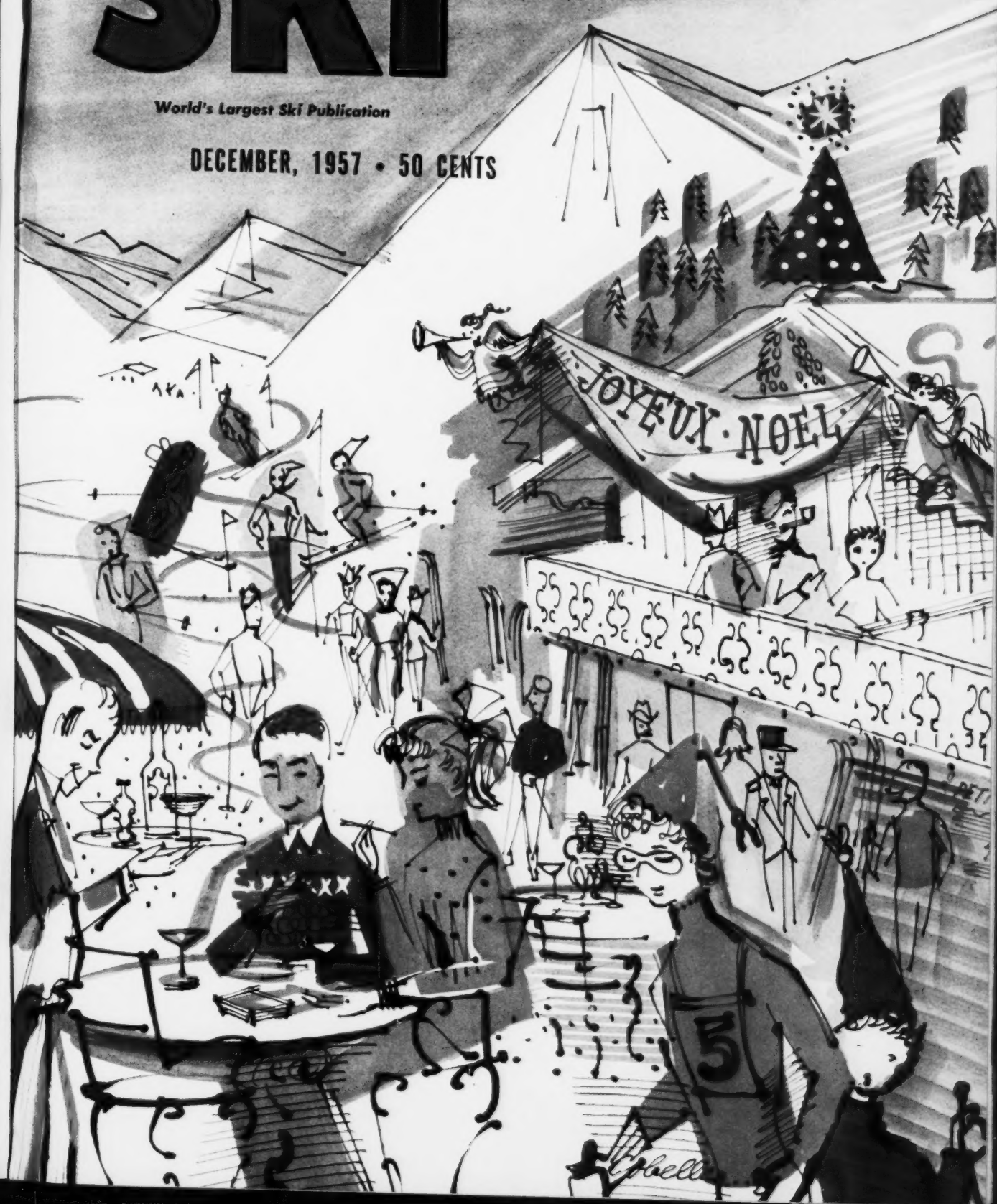


# SKI

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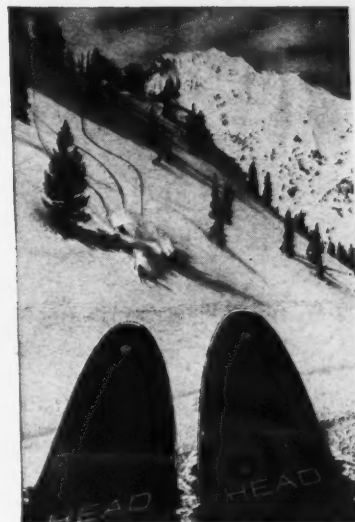
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### EDITORIAL:

## **What It Takes to Field a Team**

Not nearly enough money has been raised to send the United States ski teams abroad this season. Up until last month, no concerted effort had been made to raise the necessary \$40,000. What little dribbled into the kitty had been collected through the generosity and foresightedness of a few individuals and groups. As our alpine teams prepared to leave for Europe and the world championships, only the generosity of individuals could provide that they would spend the first critical weeks training instead of washing dishes for their keep.

This is a shameful state of affairs.

Why didn't the FIS fund-raising drive begin in earnest *last* season, *before* any teams were ready to leave?

Why did the National Ski Association fail to exploit all promotional opportunities—such as the standing offer of free advertising space in this publication?

Since funds are needed every year for training our young skiers, not just in FIS and Olympic years, why isn't fund-raising for the International Competitions Committee of the NSA an *annual* affair? Why do we exceed our Olympic goal by several thousands of dollars (this excess going into the general Olympic Fund, without benefit to skiers) in 1956, only to find ourselves unable to pay competitors' traveling expenses to FIS team tryout races in 1957?

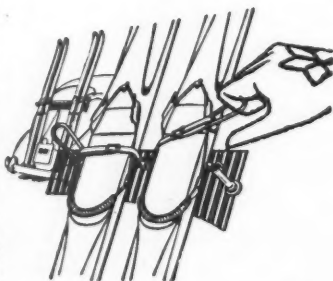
Must the NSA eternally operate through deficit financing? Is there a way, short of resorting to professional fund-raisers, of providing adequate funds on a continuing basis?

While these questions are being debated—and, we hope, answered successfully—there remains the problem of financing our participation in the FIS world championships at Bad Gastein, Austria, and Lahti, Finland, this winter. Last month, the first large and well-organized fund-raising campaign was launched—not by the National, but by its Eastern division, under the executive directorship of Roger Peabody.

The Eastern, being assessed at \$12,000 of the \$40,000 total to be raised, has sent out sheets of special FIS stamps or "seals" to its members and member clubs. Each recipient, it is hoped, will pay \$1.00 or more for the sheet of fifty stamps, which were designed by Claude Bruseau of Littleton, N.H., and bear, in an attractive Alpine setting, the words: "World Ski Championships, FIS, I have contributed."

Our guess is that the Eastern, through the foresight and initiative of its directors, will exceed its goal. Our hope is that the other divisions, through a last-minute miracle, will at least meet theirs. Then, perhaps, there may even be some money left over for training during the "off" year.

If your contribution has not yet been solicited, send it to FIS Team Fund, National Ski Association of America, Inc., 100 West 13th Ave., Denver 4, Colo. It's tax-deductible, so send it now. Our representatives in the world ski championships need your money right now.



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Voici la chaleur et le bon accueil . . . voici le ciel, la neige, le ski par excellence . . . voici encore un de plus des attraits qui a fait de Mont Tremblant Lodge un des stations du ski les plus magnifiques aux amériques.

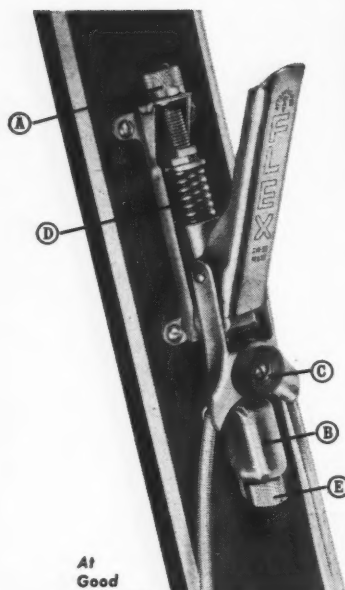
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# • What SKI Readers Say

## Ski Boot Controversy

Sirs:

"In Quest of the Perfect Free Advertisement" [sic], the article on the "top three" boots in your October issue, is interesting and well-written. But it appears to be a subtle plug for Mr. Pringham's own merchandise, and certain points cry out for rebuttal.

One of the boots mentioned in the article has a long history as a "foot-killer." It has, in model after model as far back as 1947, made skiing an agony for thousands—even doing permanent damage to many feet by causing bone spurs. There is simply no excuse for this. The same boots would disintegrate so rapidly that the Sun Valley employees and instructors would have the local shoemaker beef up the uppers with sole leather after as little as one month of use.

I still have, in usable condition, one of the 1947-48 models. In the first season the following things went wrong with it: rubber sole peeled off, both outer tongues split down the front, rear hooks pulled out completely, all the wood pegs worked out above the innersole far enough to tear socks and torture the feet, and the inner tongues split in half. I put quite a few hours into repairing, reinforcing and modifying them, and I used them for six more seasons; they are as firm and unstretched as ever. This is a tribute *only* to the leather. The design is such that I must break my feet in each season before I can enjoy skiing. . . .

Another bootmaker touted by Mr. Pringham does not seem to practice what he preaches. He deplores the very narrow heel part of the sole . . . yet his own boots for years have had the narrowest heels in the industry. Looking like ladies' street shoes, they make it impossible to get good edge control. Elsewhere he implies that he uses only the best part of the hides in his uppers. Yet I have examined many of his boots and found soft, flabby, "belly leather" in them. The large wrinkles are the giveaway: you can push your thumbs along the leather and pile up these wrinkles ahead of them. . . . The soles are so thick and clumsy that they look like makeshift elevator shoes. . . .

If Mr. Pringham feels that these are good boots, he is entitled to his opinion—but I can find no excuse for omitting Hans Rogg from the list (and I don't sell his boots; my competitor down the street does). . . .


The double boot as we know it appears to have derived from those made in Munich by Strasser right after World War II (probably some ski historian will come up with a little bootmaker who was making it in 1908, but Strasser popularized it—that much is certain). . . . Rogg took it over and refined the

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design to its present form—and it's surprising how similar many of the better boots are basically.

Edward L. Scott  
Scotty's Skihaus

Sun Valley, Ida.

• Mr. Scott's letter is almost as long as Mr. Pringham's article in the October issue, so we cannot print all of it. The excerpts do show how widely expert opinion on this subject varies. The views of several authorities—Erich Riess of Rieker, for example, or Hans Stettler of Henke—differ substantially from those of both Scott and Pringham. All would take occasional exception to statements made by SKI editors on this subject, and SKI editors even disagree among themselves on some points. There is no disagreement, however, on this: the better known brands of ski boots give excellent value for the money.—Ed.

### Wedeln ad Infinitum

Sirs:

I'm looking forward to reading more about the great wedeln debate in SKI. The wedelers have generated enough heat to melt all the snow from the Laurentians to the Catskills and have left the poor old rotation skiers with nothing to ski on.

D. Urquhart

Ottawa, Ont.

### Wedeln on Celluloid

Sirs:

Is there a movie on mambo or wedeln that we could borrow or rent for our ski club? Some of our more experienced skiers are crying for an instructional movie of this kind.

Carol Derewenko

Oak Park, Ill.

• A new film on wedeln has just been released for ski clubs by the importers of Henke boots: Specialty Importers, Inc., 242 4th Ave., New York 3, N. Y.—Ed.

### Binding Problems

Sirs:

This is a plea for an article on the most important and most ignored of all safety binding problems, that of adjustment. Contrary to what it says in the box, all ski shops do not seem to be able to adjust safety bindings uniformly, so how do we know when they are right?

The safety binding often carries with it instructions for setting, but leaves the ski shop, not the user, with the mysterious special equipment to do it. Worst of all, boot friction on the ski varies with the boot, with the ski material, and with wet, dry, cold or warm conditions.

Often mounting is not done in conjunction with special sole plates supplied with some makes to control the friction.

In the case of the U. S. Star (my wife and I use Star; my teenage daughter, Ski-Free) the directions give arbitrary numbers to use on a lever arm. The number and the arm length should be given



Photographed at Heavenly Valley, California by Tom Kelley

## Stein Eriksen wears the Jantzen "Slalom" sweater

This is one of the greatest skiers of all time wearing one of the great sweaters of 1958—the 100 per cent fine New Zealand lambswool cardigan that Jantzen calls the "Slalom".

Note the warm bulky knit, which you'll appreciate even more when the sun is low and you're going to make one more run. Note the rib-knit collar. Button the top button and you stay snug and warm.

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Jantzen International Sports Club salutes today's sports leaders and pledges itself to create sportswear designed for sportsmen, by sportsmen. Stein Eriksen is a Charter Member.



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SKI, DECEMBER, 1957

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in pounds and inches of torque so any one could establish the correct setting with makeshift tools, such as a fish scale and the proper length of electrical conduit with a slot sawed in it for torque arm. The numbers I guessed to be pounds, and the arm length I had to scale from the photo in the directions—a rather haphazard approach. The above is given not as a criticism of the Star, which I like, but as an illustration of the problem.

Deadman heel strap adjustment is also left to the confusion of the owner and user, as are other types of heel release. We can't all spend our too-short weekends queued up at the ski shops. New or borrowed boots of course upset the safety binding setting.

One acquaintance of mine sets his Cubcos loose and spends his winter tightening them bit by bit, meanwhile shedding skis in the middle of the trail. One night we went along the rack in a lodge at Stowe, checking guests' bindings. One set of Ski-Frees was painted over and welded shut. Others were locked up tight or not paired in tension.

What are the force limits for release in the various directions and how can the user set bindings to bone-protection limits of release force? This is a question for bone specialists on the one hand, and technically qualified skiers on the other. The ski shops are often manned by the most obliging people you could ask for, and at Stowe the shops are particularly obliging. But I wonder where the binding experts are? We just don't know if the nice guy at the bench in the ski shop is the expert on safety bindings, the fellow we need on that particular day when a binding keeps coming off too easily and needs checking. What are the directions, the force and torque to which bindings should be set, and how can we establish them doing the actual installation? Let's hear all about it.

Stephen du Pont

Southbury, Conn.

• Dr. Charles Rombold, author of "I Fractured 29 Legs" in the November, 1953, issue of *SKI*, suggested a setting of 235 inch pounds for release when tension is applied at the tip of the boot —Ed.

### Sound Off!

Sirs:

Your October issue is one of the best ever put out. You have done skiers a great service. If potential skiers don't understand bindings after the clear, concise article and particularly the sketches you provided, well —

Only one point of contention: I don't agree with the casual statement (page 68) on the "once-touted safety lanyards . . . better let somebody else worry about getting hurt . . ." Was the author really serious? Rather selfish, don't you think?

I also read with much interest and some unhappiness the letter by Archer Winsten. I have skied with him and know that what he says is, unfortunately, all too true. Skiers today seem to have forgotten that the skier in front, al-

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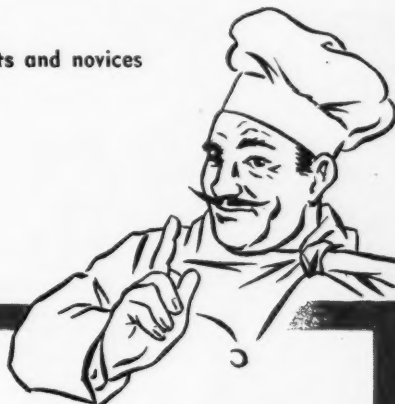
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**JACKSON, N.H.**

though he might be in the path, has a right to be warned of impending onslaught from the rear.

Several winters ago I tried (with the backing of the Metropolitan region of the Patrol) to put into effect an educational safety campaign. Naturally, it takes time and, most of all, money to reach the vast number of skiers one attempts to educate. I was given after a hard fight, the munificent sum of \$100 to accomplish this end. We used a series of educational

## SOUND OFF!!!

Passing sometimes  
causes fright.

Call out - "On your  
left" or "right"

NATIONAL SKI PATROL  
N. S. A.

cartoons and safety stickers. We can't seem to get skiers to donate or otherwise provide funds for this educational work which eventually benefits them. In view of this apathy the safety committee of this region, of which I am chairman, reluctantly had to drop other plans we still have on paper.

This year by means of a ski patrol ball at the Waldorf Astoria Hotel (New York City, December 13) we are trying to raise a few thousand dollars, some of which will go toward further safety measures. But like the "no tickie, no shirtee" story, no funds, no safety program.

It is rarely the organized skier who causes the sort of accident of which Archer was an innocent victim. If he, through the New York Post and your magazine will help bring the unorganized into the fold where they can be indoctrinated with skiing etiquette we will all be less likely to be victimized on the slopes.

Thomas A. Ludwig

Thornwood, N. Y.

### Keep Mum!

Sirs:

I believe Mr. Winsten has advocated a potentially dangerous practice in his letter concerning "Track Right! Track Left!"

I was taught that the term "track" is to be used only by a racer to clear the course during a run. Its abuse violates basic ski etiquette and is dangerous to boot. We must assume that in the ma-



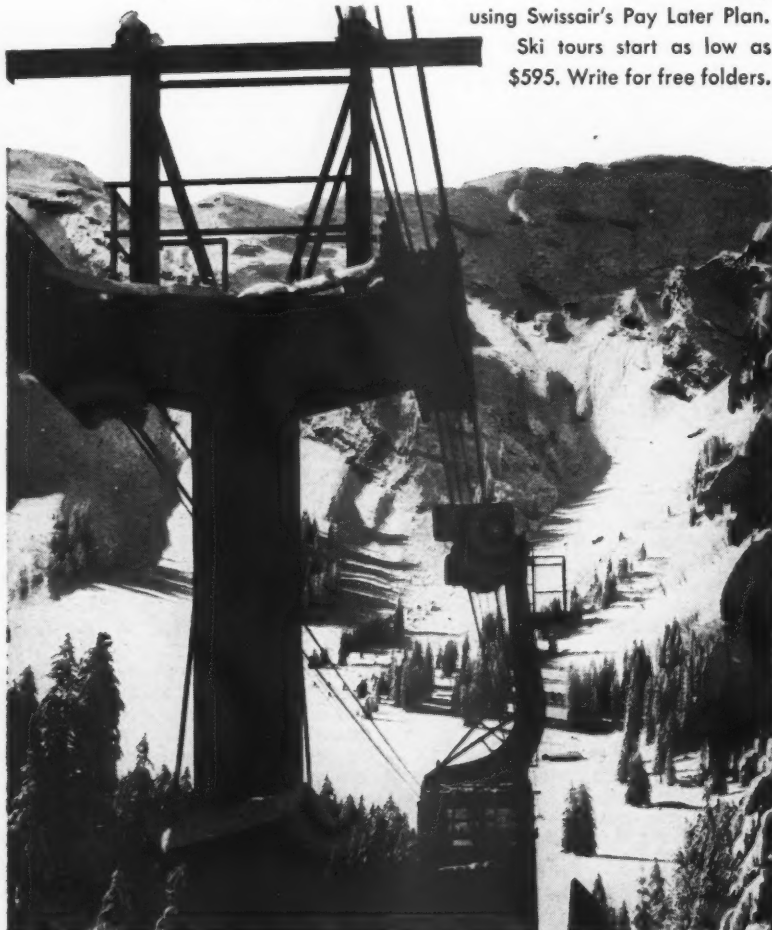
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majority of cases the overtaking skier will be the more proficient of the two and will be in a better position to see how to avoid a collision. Also he will be more capable of taking the action required to stay clear of the overtaken skier, which means far enough from the slower skier so that a collision can't occur—even if the overtaken person falls or turns unexpectedly.

I realize that this theory will not help the overtaken skier from being passed by a schussboomer out of control. The only cure for this type of madman is to have him apprehended by vigilant and strict ski patrolmen.

Marshall W. Green

Northboro, Mass.

### Odd Ski Boot Sizes

Sirs:

I'm in need of a new pair of ski boots. I wear a size 14A shoe. Any information you can send me will be greatly appreciated.

Roger A. Sanborn

Florissant, Colo.

• 14A ski boots are available in the following makes and models: *Batteuhofer* models 1, 2, 3, 4; *Widder Victoria*, *Alpine*, *Engelberg*, *Stuben*, *Klosters*, *Tops*; *Kastinger* (X-narrow) *Hahnenkamm*, *Schattberg*, *Olympic*, *Madloch*, *Valluga*, *Wallberg*; *Henke Arosa*, *Eriksen Slalom* (X-narrow); *Olympia Challenger*; *Narva* model 202, model 101; *Han Zehetgruber Mark II & III*; *Molitor Moli-126*, *Moli-127*, *Moli-128* (X-narrow); *Garmisch #1*, *Standard*, *Deluxe*—Ed.

Sirs:

. . . size 10AAA with 4AAAA heel?  
James Priest

Wichita Falls, Texas

• *Garmisch Deluxe*, *Standard* (*Garmisch X-narrow* fits AAA and 4A tightly with one pair of medium-weight socks); *Molitor*—Ed.

Sirs:

. . . size 8½ EEE?

David J. McCampbell

Kansas City, Mo.

• *Tyrol Krista #500A*, *Krista #300*, *Krista #100*, *Davos*, *Champion*, *Slalom*, *Parsenn*; *Haderer Olympic*—Ed.

### Wishes to Join USEASA

Sirs:

I know of no one better qualified to give me the information I seek. I would like to know how to go about joining the United States Eastern Amateur Ski Association.

Roxann Chamberlin

Bradford, Vt.

• Write to Mr. Roger Peabody, Executive Secretary, USEASA, 33 Main St., Littleton, N. H. He will send you an application and give you full information. A complete list of all divisional ski associations with their addresses may be obtained by using the *SKI Reader Service Department* and enclosing the appropriate fee—Ed.

SKI, DECEMBER, 1957

★

★

Often imitated... never duplicated

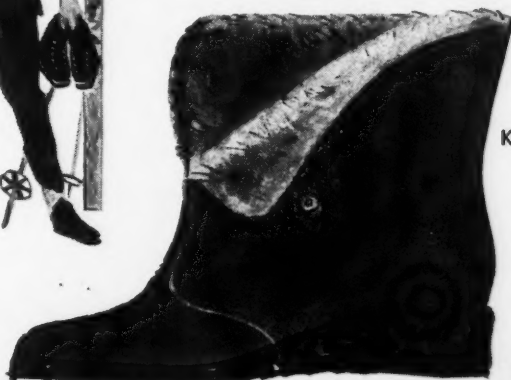
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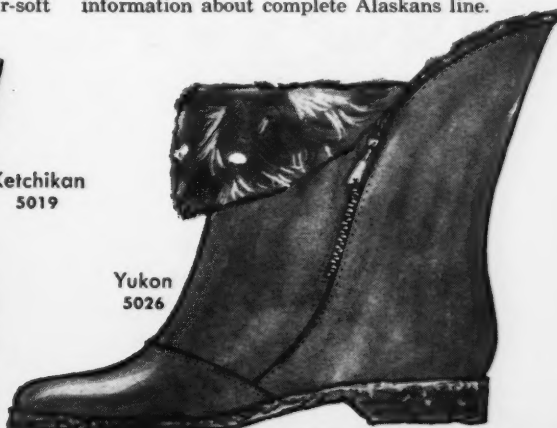


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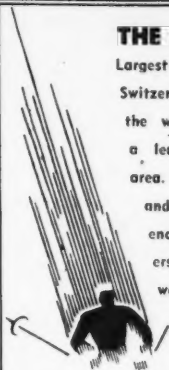


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### SWITZERLAND

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# Can 2,000,000 Skiers Rid Themselves of the SNOWPLOW HABIT?

Are you in a stemming rut?



**is this you?**

WHEN YOU SKI do you yearn to look more like an expert? Go faster with more safety? Slither down moguled slopes with ease? Or just plain have more fun? Then get rid of your stem, friend, get rid of it as soon as you can.

Learn to ski parallel!

Some say a parallel christie is *for* experts. But is that true? To me, the parallel christie is the thing that *makes* an expert. You can ski safely with its many variations on gentle slopes or steep, at slow speeds or fast, use it for long turns or tight arcs, and to negotiate ice, crust, crud, waist-deep powder, or frightening moguls. Even an expert could not use a stem christie under all these conditions.

"Okay," you say, "How do I get rid of my stem?"

Be sure your equipment is good. Are your skis the right length for you? Do they have the right flex and camber for your height and weight? Are the edges sharp and adequately exposed? Are your bindings mounted in the right place so your skis perform properly? Bindings adjusted correctly? Do your boots fit well and are they stiff enough to allow for precise edge control?

Inadequate or improper equipment can have a profound effect upon the



# yes!

... says the author,  
co-director of the  
Snow Summit Ski School  
at Big Bear Lake, Calif.,  
in his manuscript,  
"It's Easy to Ski Parallel"

by J. DOUGLAS PFEIFFER

## Here's how you can gain confidence to ski parallel!

way you ski. For instance, if your edges are dull, your skis will grip poorly. The result? You will have to ski with your feet far apart, and your balance during a turn will be shaky. Or again, on packed snow, a ski that is too flat or too soft will spill out of its arc during a christie—a possible cause of your stem.

So all's well with your equipment. What now?

**Command over your body.** Let's look at *you*. Do you possess the "big three," the first fundamentals of all sports? These are confidence, balance, and kinesthetic sense. (Kinesthetic sense refers to the sense of muscle position, a sort of thinking with the muscles, important in the development of coordination.) If these fundamentals have not developed naturally within you, then you must learn them before you will be able to ski with any degree of naturalness.

Now, let's see you make a few turns. Do you hesitate before each one, with frequent stemming, as though coming down in spite of yourself? Then before you can improve you must first crack the confidence barrier. Without confidence you will always fight your speed, as though trying to hold back. This will cause you to lose balance continually. With

poor balance how can you gain confidence? Without confidence you will never learn to "get the feel of the thing." That is why the big three play such an important part in learning sports.

There are ways to acquire the big three in skiing. Choose a slope which meets the following requirements as closely as possible. Ideally your practice hill should be less than ten degrees in steepness, wide and smooth, with packed snow and a gentle run-out, plus a rope tow to allow you many runs. There should be no obstacles, mental or physical, on this slope. You must be able, at the outset, to schuss this slope with little or no worry. Top speed? Not more than six or seven miles per hour, about twice walking speed.

Now then, schuss it! Schuss it on one ski then the other. Crouch low, almost sitting on your skis. Ski without poles. Look for small bumps (make one if you have to) from which to jump, even if at first you go only a few inches in the air. Learn to hop while sliding, lifting the whole of your skis off the snow. Skate straight down the slope. Turn into the hill and down the hill by skating. Become master of the hill without resorting to a single stemming motion.

These exercises will help you become aware of your kinesthetic potential. You must learn to feel—as well as think exactly how much to edge your skis at all times. *Feel* when you are leaning forward too much, or leaning back too much. Learn what it *feels* like to be steady on your skis at all times. Repeat these exercises on progressively steeper slopes as you gain skill and confidence.

To profit most from this sort of fun, seek the help of a ski teacher wise in the ways of developing the big three. This article cannot take the space to discuss such details—not even such an important aspect as "balanced stance," the position which guarantees good balance.

**Your technical skills.** Too often a skier cannot get rid of his stem simply because he does not know what is involved in making a parallel christie. Do you?

In case you don't know: the key to parallel skiing is simplicity of motion. Its "golden rule" is: Do to both skis as you would do to one. That means you should stand with your weight distributed evenly on both skis at all possible times. The instant before you turn make sure *both* skis are edged into the hill. Then as you unweight, unweight *both* skis.

Continued ►



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Simultaneously begin to change edges (bank) and apply turning power (some kind of rotation) to *both* skis. Then finish your turn in the usual fashion. Incidentally, these concepts are basic to all christies, whether doodles, reverse, ruade, mambo, or wedeln.

Now, back to the original question of getting rid of the stem. If your problem lies in the area of technical skills or knowledge, then you too need special exercises. The best of these, especially designed to teach you the "golden rule" of turning parallel, is called "rhythm hops." Again, terrain that is just right is most important.

**Rhythm hops.** Choose a slope as previously described in this article. The general idea of this exercise is to ski almost straight down, turning one way and then the other, leaving a fairly even, zig-zag track. On the first few attempts slide slowly, just a little faster than walking speed.

Slide in a slow traverse, almost straight down. Keep both skis edged uphill. Then hop, lifting both skis completely off the snow. While in the air turn both skis by forcing the tips toward the new direction. Change edges by leaning into the turn (banking) in mid-air. Land softly (by allowing the knees and ankles to bend deeply) on the "new" edges. Immediately repeat these movements in the opposite direction. Continue for at least four or five turns.

On successive attempts try these variations:

1) Train yourself to use the inside pole as a "turn and bank" indicator for each turn. At the exact instant you start an explosive up motion for a right turn, the right ski pole should jab the snow near the right ski tip. Use the left pole when you hop left.

2) Add sideslipping. Slide a bit faster, hop and turn slightly, but change edges only enough to allow you to *skid* after landing softly. Re-edge your skis almost immediately to stop the skid and to provide you with a firm 'platform' for the next hop.

3) As you gain confidence and skill in the ability to turn both skis at once, gradually move to steeper slopes and slide with a little more speed. If you are an adept learner you can quickly convert this exercise to an expert's way of skiing. Simply leave your skis on the snow, use a pronounced down motion before the turn to set your edges, push up with the legs into the turn as you thrust the tips around and

## HABIT-BREAKING EXERCISES



Schuss in deep crouch helps  
to develop mastery over hill



Schussing tame hill on one ski  
improves balance and confidence



Rhythm hops are key to learning  
parallel turn and wedeln style

SKI, DECEMBER, 1957

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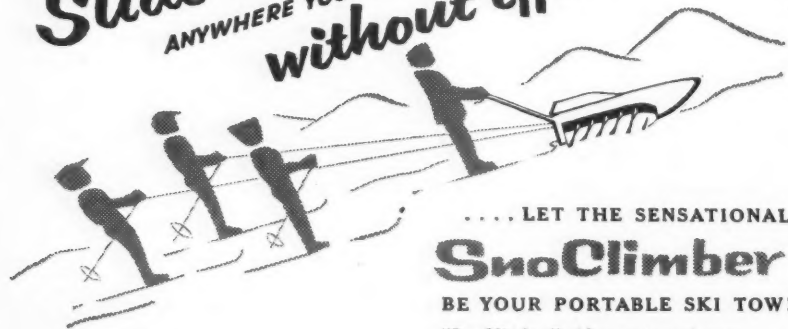
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change edges. Sink down again as you complete the edge change, and side-slip around. If you wish to make an especially sharp turn, push the heels of the skis around while sideslipping. Remember to re-edge before every turn. Speed up all movements to correspond to the speed at which you wish to turn.

4) Link one traverse to the next in preparation for long-arc christies. Prepare for the turn in your usual manner, except that you must keep both skis edged and equally weighted. Then unweight (hop), apply turning power (your usual form of rotation), change edges (bank). When you land, skid around enough so that when you re-edge you again will be on a slow traverse. Cross the slope far enough to allow you to prepare for a similar turn in the opposite direction. Repeat. Practice on successively steeper slopes. Alternate this exercise with rhythm hops. None of the above exercises should be performed at speeds in excess of ten miles per hour.

Rhythm hops are particularly helpful as a preparation for "double-doodles"—short-arc parallel turns done in rapid succession (wedeln). Once you get the idea of starting these turns with both skis at once it becomes an easy matter to lose your stem for long-arc christies, as variation (4) of rhythm hops indicates.

No doubt, after a good practice session, you might feel like a jack-rabbit. Did you ask, "But do I have to hop for every turn?" No, not unless your skis are extra stiff, or you wish to make an airplane or gazelle christie from some moguls. By hopping, you learn to use two skis as one. Since the period of time that your skis are unweighted is relatively long, you have more time to change edges and apply turning power. To put it another way, by hopping you have more time to correct any errors in timing. There is another advantage to hopping: with practice it can easily be converted to the "lift," the quick down-up-down motion which characterizes today's expert skiers.

In a very condensed form we have now covered three phases of curing the stem habit: equipment, the "big three," and technical skills. Yet bear this in mind—your mistakes may be highly individual, made up of a combination of wrong movements. For this reason you would do well to study and practice with a ski teacher of proven caliber.



"Alma Ata is strictly business, no pleasure skiing allowed. These Russian wedelers were scouted out from all over the Soviet Union and are here for a two-week all-expense training program, courtesy of the government sport ministry."

# Jay Films Russia

This season John Jay is showing skimoviegoers the first skier's-eye view of Russia on celluloid. John, his wife Lois, and friends visited the Soviet Union as part of a round-the-world safari that started on the west coast of the U.S., paused in Japan and ended with spring in the Alps. As we look through the Jay scrapbook of the trip, John comments entertainingly on the photographs

"That's me on the right, showing Alma Ata's physical culture director Sergei Sergeich a copy of SKI. Others are Russian expert Charley McLane at left, then Intourist interpreter Oleg Merkulov, and in the middle, our friend Tom Goodnow."



"The T-bar ran only a couple hours while we were there, but the loudspeakers blared Pravda editorials continuously."





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**Jay Films Russia** continued



"Thousands of snowbunnies ski every afternoon at Lenin Hills Park in Moscow. The girl in the checked shirt complained we filmed only poor skiers, till Charley told her we had already taken pictures of Filatov, Turinin and others of their best."



"Here I am ready to film some fabulous jumping sequences on the big eighty-meter hill at Tocksobo, near Leningrad."



"As you can see, the Sunday crowd was more interested in recreational skiing than in watching Schamov, Kamenski, Kanadze and the other skiing sputniks!"



"Skiing in Japan was a Coney Island affair, with thousands of enthusiasts mobbing areas like Iwahara on a Sunday—most of them ex-Kamikaze pilots, it would appear! Ski areas are comparable to those in our east, but more instructors are needed."



"The railroad is the key to skiing in Japan. No matter where you go, the train seems to arrive at five a.m."



"Luckily my after-ski bath, in natural hot spring water, was private, not communal—so private, in fact, I barely fit in it."

SKI, DECEMBER, 1957

## Roffe's SKI TOGS



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**SPEED**

**RHYTHM**

**VARIETY**

**DANGER**

## *Skiing:*

**T**HAT WONDERFUL time arrives. *You* have been promoted to an advanced class in ski school. No more the bunny hill. No more "Next, please," make two turns, climb back up, get in line. You gaze excitedly up the lift line to those lofty regions where The Experts ski. *You* are going *there*. What new adventures await you? What bumps and dips will confront you? Will you be petrified with fright, or will you masterfully overcome all obstacles?

But what if—and we ask you to share a mad fantasy for a moment—what if there were no new fields to conquer? What if there were only this one practice slope, or others exactly like it, in all the world? What if the instructor said, "Very good. You have now mastered the parallel christie on two skis and on one ski. Now, put your one ski on backwards, and we will try it that way."

So you learn to perform the christie backwards on one ski. The instructor says, "Very good, very good. We shall try something more difficult. We will do the christie with the hands!" So you put your hands in your bindings, do a handstand and try the christie that way.

Nearby, on the same little hill, The Experts are holding forth. A competition is going on, for which a five-gate flush has been set. One after another The Experts ski through the flush, pos-



*If skiing were anything like water skiing, you'd be learning to make the christie backwards*

## ***the most fascinating sport***

turing elegantly, their little fingers poised as if holding teacups instead of ski poles. The judges ponder; the judges decide. The prize goes to the most graceful and precise of the performers.

Flags are abandoned, and the free-style competition is on. From the top of the hill, one after another, the entrants cavort, pirouette, skate elegantly down. This one goes into a spin. Another does a deer leap, while a third jumps up and clicks his skis together three times before hitting the snow again. Oohs and ahs are heard from the crowd. The judges ponder. They figure; they deliberate. They award the prize to the most creatively and gracefully spectacular of the performers.

How ridiculous! How silly, you say. But that is what skiing would be like under the limitations of similar sports. And to this day skiing has not completely escaped the artificial limitations which theorists trained in other sports have sought to put upon it.

Consider the plight of the water skier. Water, water everywhere. Everywhere the same flat water, whether at Cypress Gardens or Puget Sound. The fact is: once the initial thrill of planing behind a boat is digested, water skiing becomes deathly dull. So utterly boring is it, matter of fact, that the water skiers have been forced to invent difficulties to liven things up.

Hence the backwards skiing, the skiing on the bare feet, the swanlike postures and suchlike maneuvers the water skiers honestly call "stunts."

No snow skier feels called upon to invent difficulties to enliven his sport. The one such artificial invention in skiing is slalom, which in simplified form is also part of water skiing. But our slalom poles, after all, are a non-dangerous substitute for trees and other obstacles which naturally occur on ski terrain but not on water skiing "terrain."

Or consider the plight of the ice skater. At least he is moving under his own power instead of that of an outboard motor, and a race against time is meaningful. But the same flat ice everywhere, whether at Lake Placid or St. Moritz. Bored to tears, the ice skaters invented figure skating. In this variation a group of arbitrary maneuvers are performed with utmost precision and grace, according to equally arbitrary standards established by an arbitrary tradition represented by arbitrarily chosen judges.

The tradition of the so-called school figures in ice skating strongly influenced the early ski schools, particularly that of Hannes Schneider. In his system each successive maneuver, such as the stem turn, had to be performed perfectly by the pupil before the next "school figure" was taken up. In the early days of the sport, style



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Bert Candrian

competitions were urged by many enthusiasts and were actually held. That style competitions did not take hold of the sport and stifle it to death is owing to the imagination of such men as Hannes Schneider himself, and Sir Arnold Lunn, and many others who loved the mountains more than the practice hill. Only in ski jumping is style a factor in skiing competition today.

Skiing, it might be said, is a three-dimensional sport compared to the two-dimensional ice skating and water skiing. The mountains are its domain, terrain its eternal challenge. And once the terrain has been mastered, there is the combination of time and terrain and snow conditions to challenge any skier, no matter how expert. When you become bored with a hill, there are always other hills and steeper trails to try your skill. There will always be mountains no human, not even you, can take straight. And there will probably always be someone who can ski faster and more precisely over a given course than you can.

But is efficiency the *only* object of ski technique? Is accomplishment in skiing roughly equivalent to that in, say, rock climbing? Is satisfaction to be gained only through the overcoming of obstacles? If so, why do we call skiing a graceful sport, and match our grace against that of others—though not in competition?

Rhythmical and graceful movement—as in the dance, or in figure skating, for that matter—is pleasurable in itself. The most efficient skier, on any course that cannot be taken straight, is also the most graceful—a correspondence most obvious in slalom, which might be called the art of dexterity on skis. Call it functional beauty, or what you will, the fact is that we adorn our descent with graceful movements modeled on those of the most efficient skiers, even when these movements are unnecessary. Thus, on a practice hill we can schuss comfortably, we toss in a few turns. We keep in rhythm. So while the best style is established by the best skiers when skiing efficiently, you exhibit what style you can whenever and wherever you can.

So much balderdash (we fly like the birds, etc.) has been written about skiing that we shall refrain from stirring the metaphorical cocktail. Skiing has got rhythm, speed, variety, a dash of danger—and you drink it all in while standing on your own two feet. What more could you want in a sport?

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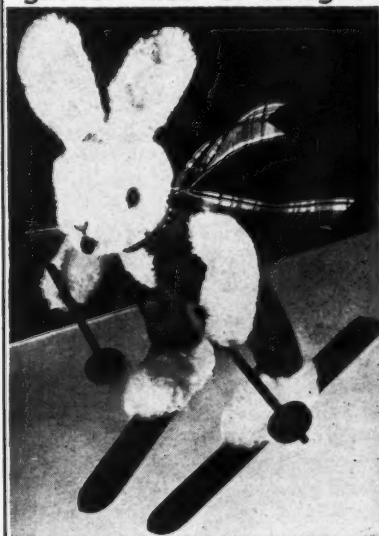
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Dealers Invited

Barbara of Sunshine Parkas tells you

# How to Fit Your Figure into Ski Clothes

by BARBARA BARNET

A PRETTY GIRL wouldn't be caught in the same dress two days in a row—so why the same ski outfit? Ski clothes are varied as the snow at Stowe. They can be fitted to you and be flattering and practical.

There's a definite philosophy to skiwear. The European woman skier likes to be noticed and smiled at, and seems to be more brave or less inhibited than her American counterpart. Our gals prefer to look smart, but more subdued and loosely fitted in their ski dress.

For instance, the colored trousers blossoming on the Parsenn and Arlberg four years ago in solid reds, and greens and electric blues just filtered stateside last season, when some of our more brave (and slimmer) girls skied in high color and stretch materials. Currently, the soft pastels and more off-beat cherry, gold, robin's egg and mauve colors are chic and new in France and Switzerland. Even color-splattered and textured materials with harlequin insert designs are being worn.

And all of these novelties appear on figures chubby or slim—it just doesn't matter because the primary object seems to be to attract attention. However, if we take the best features of the European style setters and adapt them to our more conservative habits we can come up with a very well dressed American skier of any size or shape.

Starting from the first layer, consider underwear. There are new silk and nylon cling-type longjohns, in gay colors, that are wonderfully warm, unbaggy and unbulky. Look for the feet-in variety, which avoids sock gaps and makes for warm, happy toes. One pair of thin and one of heavy socks over the underwear, and you'll be able to feel your feet in your boots and ski better, too.

With these sleek undies your trousers will look better tailored, and your appearance will be slimmer. Do you know that ski trousers can be very flattering to *any* figure? Shop for the low-on-the-hip, high-crotch fit in trousers. This will give amazing freedom of movement and a long-legged look that's very attractive. Naturally, the stretch materials are good; they maintain their shape and look well, but keep an eye out for their back cut. Some of the styles shelf in sharply and don't have enough downward pull in the rear.

In my experience the heavier materials stand up the best, and tend to flatten the figure. The thinner gabardines work for the slimmer girl who is putting less stress and pull on the trouser fabrics. And Mr. Kaltenbrunner of Davos, perhaps one of the best-known tailors, suggests you alternate your trousers, never wearing them two days in a row so that they sort of bounce back in shape quickly.

Continued ▶

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While you're trouser hunting, give attention to the foot construction of your pants. Many people blame discomfort on boot fit when the trouble is really in the trouser. Look at the area around and under the arch of your foot. The improved tapered-leg trousers have ankle flaps and under-heel pieces of material so that the heavy elastic isn't rubbing over the bony parts of your foot.

In topwear, a cotton turtleneck tee-shirt, easily launderable, is a good start on warmth and style. A blouse over this, and then the sweater layer. If your trousers are neutrally colored, a high fashion sweater, meaning figured designs or fancy knits, is good looking. If the trousers are striped, textured, or very bright in color, the plain, solid-color knits, or simple cable-stitched styles are better.

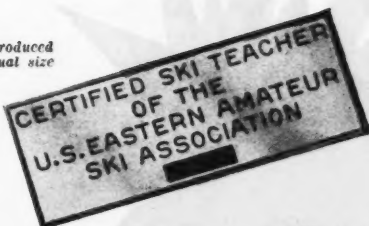
Same idea in parkas. Try one of the prints or stripes with the darker trousers. In colder weather the bulky look above is fine, and the quilted parkas can be lightweight and good-looking. It's always good to have top interest in your outfit as long as there's one slim spot of contrast—back to those well tailored trousers again.

One thing to watch in parka selection is sizing. Too often girls will buy for the coldest day of the year (leaving room underneath for all their sweaters) when actually they'll be skiing on many normal, and several warm spring days. Result: a too large and floppy fit in jacket. Also, look at the shoulders and the way the sleeve is designed in your parka. The conventional "set-in" sleeve is best for middle to larger size gals, while the more petite ladies can wear the "dolman" sleeve which blouses in the back for free movement.

Most of all, notice design and color of your parka. Try it on over your sweaters making sure that the decorations don't cut across you, are not just in front, but follow the whole line of the parka.

If you've been conservative in dark trousers and, say, a plain-colored parka, perhaps a bright hat could give added interest. The gremlin-tight fit is cute on some, but if you're tall, perhaps one of the Swiss embroidered caps or knitted jobs from Italy or the Andes will top off your costume. Try not to have your headgear give the "peanut on the pumpkin" look. Some blonde curls showing will definitely help your wedeln.

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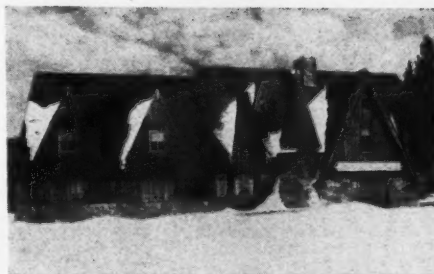
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## 3 Favorite Hot

*Recipes collected by*

### Glühwein ...

Here are recipes that transform plain red table wine into a delicious, spiced hot beverage. Or use naturally sweet American Pink wine and leave sugar out of the list of ingredients:

#### ...à la Sun Valley

*Stateside version by barmeister Pete Riehl  
of the Duchin Room Bar  
of the incomparable Sun Valley Lodge*

Place the following ingredients in empty 6 oz. hot wine mug:

- 1 teaspoon granulated sugar
- 2-3 whole cloves
- one-inch thick length of cinnamon stick
- slice of lemon peel

Heat 4 oz. California Claret or Burgundy just to boiling point. (Important: do not boil.) Now fill mug with hot wine. Stir briskly. Serve.

A skier's delight on a cold after-ski-day—from Baldy to Spruce Peak.

### Irish Coffee ...

The vitalizer that mingles the warmth of fine Irish spirits and black coffee, sipped through the velvet cushion of whipped cream:

#### ...à la Shannon

*Original recipe by inventor Joe Sheridan,  
ex-chemist, Shannon Airport Bar,  
Shannon, Ireland*

Preheat a six-ounce toddy glass with hot water. Empty and refill glass three-fourths full of hot, black coffee. Stir in a lump of sugar, add a generous jigger of seven-year-old, 86 proof Irish whiskey, float an inch of whipped cream on top—and you've got it made.

American skiers fell in love with this drink while stopping at Shannon en route to the Alps. Today the barkeep at almost any American ski resort knows how to make it.

# cheer

## Drinks for Skiers

Joyce Newbill Martin

### Hot Buttered Rum...

Favorite picker-upper for after-skiers, this famous tradition was born of dark, rich Jamaica rum, not the light cocktail variety:

#### ...à la Stowe

by mixologist Gerry Hartigan  
of Mount Mansfield's delightful  
The Lodge at Smuggler's Notch

Heat the following ingredients to boiling point; then allow to steep gently for 20 minutes:

- 4 quarts water
- ½ pound dark brown sugar
- 1 cup 100% Vermont maple syrup
- 10-12 cinnamon sticks
- 1 tablespoon whole cloves

Now place in 8 oz. ceramic mug:

- 1 pat butter (about 1 tablespoon)
- 1½ oz. heavy-bodied Jamaica rum

Add above prepared base after stirring briskly. Stir once more. Serve to admiring throng.

Stowe's most requested restorative after a long day on the slopes.

#### ...à la Mont Tremblant

by head barman Norman Carpenter of  
Mary Ryan's world-renowned and entirely  
fabulous Mont Tremblant Lodge

"There are two success secrets in compounding a flawless hot buttered rum," reveals our maestro. (1) Always keep your mugs preheated in readiness beside a blazing fireplace fire. (2) Use, not merely warm, not just hot—but boiling hot water.

Ready to order now? Here we go:

Remove warm mug from fireplace. Add one teaspoon powdered sugar and pour just enough boiling water into mug to dissolve same. Now fill to halfway mark (or a bit higher, if you're a rascal) with liberal dose of good, dark Jamaica rum. Drop in one tablespoon of butter. Top with more boiling water. Stir energetically. Dust lightly with nutmeg; insert two whole cinnamon sticks. Serve.

An incomparable picker-upper after a hard day's skiing.



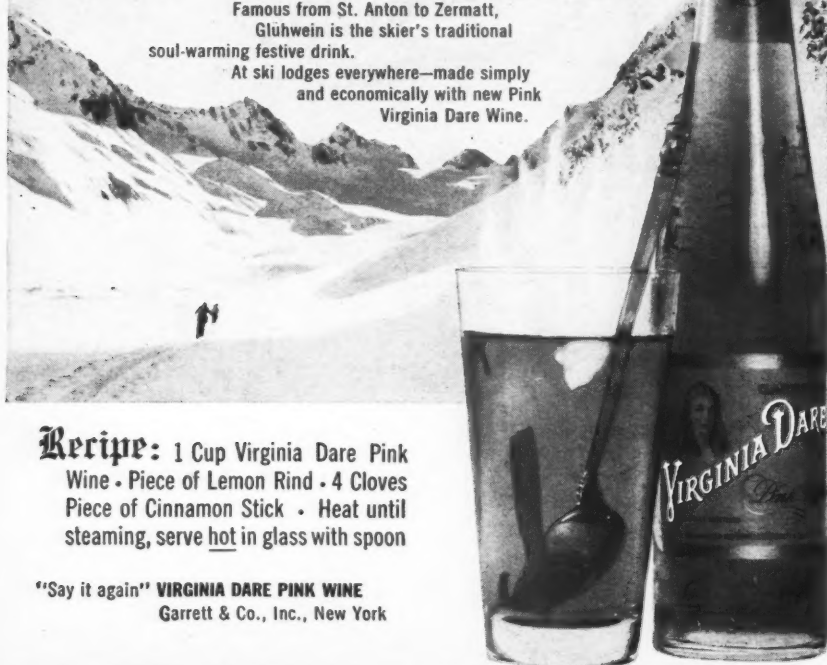
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## Budget skiing— the co-op way

by JIM SCOTT

**E**CONOMICAL SKIING is provided residents of the San Francisco Bay Area through six cooperative ski clubs—Oakland, Viking, Alpineers, Santa Cruz, UC and Sierra. Typical is the Oakland Ski Club, which I recently visited. The lodge, a beautiful two-story structure, is located in the wilderness between U.S. 40 and the Sugar Bowl in the Donner Summit area.

It always had been the secret ambition of Frank Merwin, noted Berkeley architect, to design the perfect ski lodge. So, when he was approached about the matter by a group of Oakland-Berkeley skiers early in 1940, he agreed to do the job for free. Later he received a life membership in the Oakland Ski Club for his masterpiece.

World War II halted work on the lodge, built of knotty pine and cedar, but, all the same, it was dedicated in its unfinished state late in 1941. When materials became available again in 1945, the structure was completed. Members of the ski club themselves built the lodge, and they did it at a total cost of only \$5,000. Today the building is valued at \$75,000.

The lodge is run on a cooperative basis with the club members doing all the work. The only expense is for a cook-housekeeper, who remains throughout the ski season.

It costs members about \$6.50 a weekend to stay at the lodge. You can pitch your sleeping bag in the dorm for \$1 a night. Dinner is \$1.50 and the other meals \$1. Meals are served family style in front of the large fireplace. The dinner which I wolfed would have cost \$5 at least in a San Francisco restaurant.

The ski haven will sleep sixty-five persons. The fellows bed down in overhead quarters which look down



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on the fireplace. The gals sleep below. The club has a closed membership of 200 with a sizable waiting list. The initiation fee is \$35.00.

No other group of athletes is more closely linked than skiers. Once an opening turns up in the Oakland Ski Club, the provisional must spend two months getting acquainted with the members. To belong, you must prove yourself "to be a good Joe," and the trial period is to determine if you are all of that.

Many romances have their beginning at a cooperative ski club. Thirty per cent of the married couples of the OSC met in the lodge. And ski marriages are found to last because of mutual interests. It's an ideal place to learn if you can get along with your sweetie-pie, for both sexes are thrown together in dishwashing, floor-scrubbing and kindred details. I got a sample of the cooperative spirit, when, after the whopping meal, I was assigned to the dish-drying squad.

The OSCers form "work and fun" parties in the summer to keep up the lodge. They labor in the morning and frolic in the afternoon. It's necessary in the summer to oil the wood, wash curtains and windows, renovate the bedding and, of course, lay in a supply of wood.

The site of the lodge once accommodated a hotel, which was a stopping place for the Pony Express. Most difficult part of the construction for the members was the twelve-foot foundation. It consists of granite chunks and river rock hauled down from the tributaries of the south fork of the Yuba River in a beaten-up Model-T Ford belonging to Corkey Neddleton. The old crate chugged away all summer and didn't collapse until early November when it had the last load within ten feet of the destination. The work crews lived in a bomber crate and cooked on a makeshift outdoor stove.

Principal driving force behind the construction was provided by Charles Dondero of Oakland, a marble contractor, who acted as both purchasing agent and straw boss. Materials were "begged, borrowed and stolen."

When a storm howls outside today, the older members who aided in the building of the lodge are given the choice seats by the big fireplace. "It's the least we can do," said member Eric Johnson, "to show our appreciation for such economical skiing."

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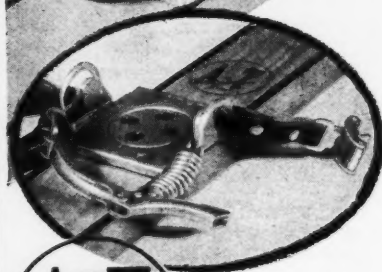
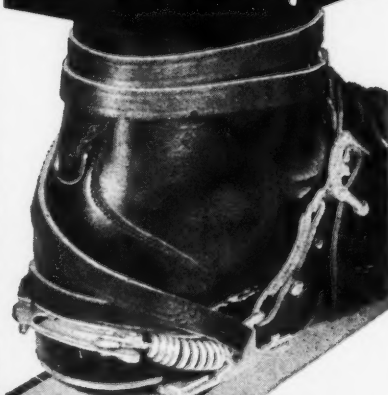
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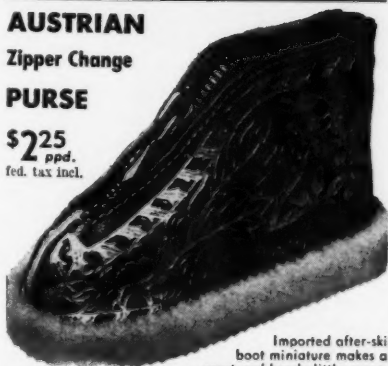
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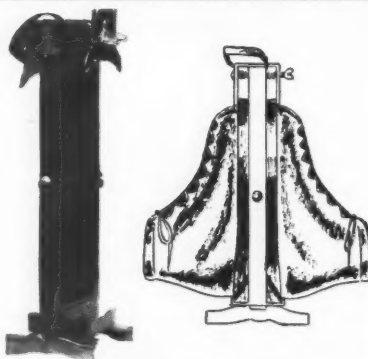
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# GO

Ski clubs can perform  
a real service for  
members by organizing  
ski trips guaranteeing  
carefree fun, economy,  
cameraderie—everything  
but snow conditions

by THOMAS S. HOOK

IT'S YOUR FIRST ski trip of the winter. You've been driving for several hours, nosing the sedan up into colder country. The time is almost midnight. You're about to locate a motel and get some sleep for an early start in the December morning to reach the ski area.

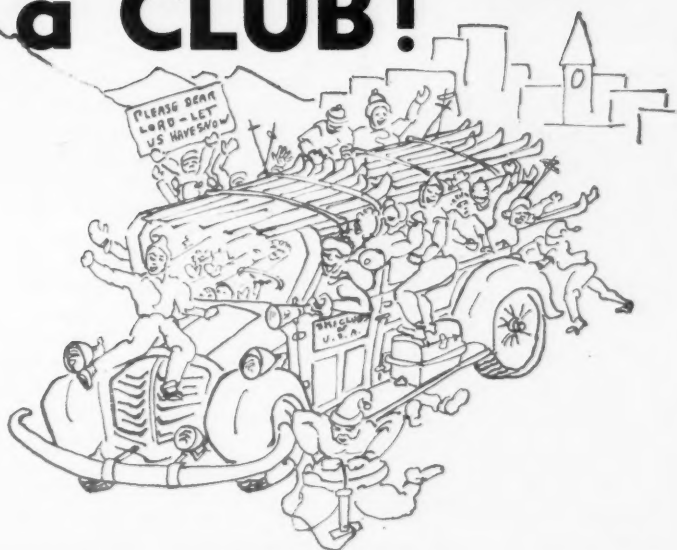
Your carful of good companions is quiet now. The rush of conversation that marked the beginning of the trip has spilled itself out as the night hours add their burden of travel ennui. Suddenly you awaken them with a shout:

"It's snowing!"

The car perks up. It passes other cars poking their way along the parkway's dual lanes, cars that seem naked without ski racks atop. Experienced at snow driving, your heart grows big with joy as the great globs of snow dance up and over your windshield. In the headlight beams from the other direction, you see the silhouette made by your car dancing forward in the snowy road, racing the sedan itself. The fresh snow added to the cover already present makes you and your companions happy. Your ski holiday is going to be excellent.

An attractive motel looms out of the falling white blanket. You turn in, unload luggage and fall asleep with a light heart. If you belong to and support an organized ski club, you sleep extra well that night. Your club has mapped your route, arranged accommodations at the ski area, and obtained a carload of riders to share your expenses. For the beginners in

# as a CLUB!



your carload, the club will provide instruction at the area to get them started or will see that they get lessons from instructors. The club even arranged for special rates at your lodging at the ski area.

Clubs can perform these services because members volunteer to share the various responsibilities necessary to run a successful organization. The best plan for running trips or any other ski club activity is to divide the load so that everyone has something to do, undertakes to do it and then *does it*. There will always be one or two who fall down on their job after volunteering for it, and someone else has to fill in. But many clubs have enough members to provide plenty of broad shoulders (and curvaceous ones too) for shouldering the responsibility.

A trip director is appointed or elected, according to the club operating procedure. He plans the overall program for the year. One good way to share the load is to have him (or her, as the case may be) line up about twelve trip captains. Each trip captain is given a single weekend of his choice during January, February and March. Different ski areas can be suggested in advance, with last-minute changes due to unfavorable snow conditions left up to the trip captain. In this way, club members can be presented with the entire plan at the first meeting and have telephone numbers of the trip captains well in advance.

Another plan is to appoint a trip captain for each skiing month. If

there isn't good skiing every weekend, the monthly captain can pick out a good weekend and draw a big crowd when emphasis is put on only one big organized weekend a month, with members left to ski on their own on the unplanned weekends. This system works better than the previous one with members who can't afford the outlay for skiing every weekend of the month, and who would rather do their traveling with a gang of fellow club members.

The trip director, having divested himself of the chore of each regular ski weekend, can concentrate on promoting trips over Christmas, New Year's, Washington's Birthday and three-day weekends. He will also have time to organize an interesting one-week winter vacation for the group. Whether the club's vacation is to be taken in Canada, out west or in Europe, this trip is the most difficult and time-consuming to the director, albeit well worth it. The week chosen should be reserved by late summer, and transportation arrangements made and promotion started with the very first meeting of the year.

Sometimes off-beat ski holidays can be more fun than trying to get accommodations at a swank lodge for a group. Last New Year's some twenty members of our ski club used a farmhouse at Waitsfield, Vt., for our stay there. Members helped cook the meals and sleeping bags and blankets on crowded beds left no doubt that this was no holiday at the Waldorf. Only a car with chains could make the mile-long, steep hill to the house from



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the highway; so we parked our chainless yet snow-tired cars at the bottom and went up with the farmer every night after skiing, and skied down to our cars over the roadway every morning! It was twenty degrees below zero and a single central furnace tried to heat the house—but it was an economical, fun-packed and completely unforgettable New Year's holiday.

Next to traveling by personal car, the chartered bus is perhaps the most economical way of getting a large group to a ski area. Driving worries are forgotten; so is any risk to one's car.

Only problem with long bus trips is that they are for the young in heart. A trip captain who can impose a midnight curfew so all can get some sleep on an overnight bus trip to Canada may be something of a superman, but it could be done if advertised in advance. Otherwise you get there sleepless, but having saved a lot of traveling money. We chartered a bus to Canada from Baltimore. The trip took twenty-two hours with stops, but round-trip fare was only \$25.00. Following year we went by car pool, found each rider need put up only \$18.00.

The ski club trip director should publish suggested car-pool rider rates for each area club members are apt to visit. This is better than setting a flat charge of 1½¢ per mile, which on long trips makes a dent in riders' pockets. Rates per person should be figured so that if there are three passengers or more, the driver does not pay the rate except in wear and tear on his car. To get this amount, figure what it costs to drive to the area in gas, oil and toll fees. Divide the figure by three, allowing a dollar more or less, based on your knowledge of the drive involved.

Travel by train can be fun. Our "Dixie ski train" to Marsh Mountain leaves Baltimore each Friday at 5:11 p.m. and returns from the ski area on Sunday at 6:15 p.m. A weekend package for club members costs \$21.00, including fare, lodging for two nights, ski tows and dinner Saturday night. Club members traveling by train can usually benefit by quantity or excursion rates if they contact the railroad passenger agent, or if their trip director does this for them.

Air travel is of course the ultimate, whether to Canada, out west or to Europe. Only the largest clubs, such as the Mt. Mansfield Ski Club, can

swing a European charter trip. However, a club in New York state flew out west for a week's package vacation for \$200 per person. The trip director should try several sources to come up with a workable package. For information on chartering a plane, contact Independent Airlines Association, 1328 I St. NW, Washington, D.C. This service represents thirty member airlines, checks on position of flights, and arranges to find a plane of the right size, availability, nearness to origin of charter flight, etc. Or if you want to go by regular flight, night coach rates are cheaper than by day, and reservations can be made on already established flights at lowest rates possible for scheduled trips. Flying to Europe is often promoted on an inter-club basis, and information on independent packaged vacations can be had through Ski Magazine's Reader Service Department.

Without going into specific techniques, let us appreciate the fact that clubs can perform a fine job in teaching their beginners. On a crowded weekend, ski classes at a resort are often jammed with pupils. Particularly at small areas, the professional instructor is often up to his ears in beginners. Ski club members who are proficient can show newcomers how to snowplow and do a stem-christie, so that they can get the feel of skiing. When the ski club goes to an area—perhaps its own rural development—where no professional instructors are available, a director of instruction can be appointed. He or she should have a number of good skiers available to spell each other. An hour given up to teach a newcomer is not a big sacrifice, but to expect one or two persons to spend an entire morning teaching is calling for too much of a sacrifice. Amateur instructors may be officially qualified in tests held by the USEASA.

Instructional films, such as Ernie McCulloch's series of three, should be an important part of the program early in the ski club year. One can be shown each month, beginning in October, so that by December this visual education will have made its mark. A series of dry ski lessons, held in the YMCA or other meeting hall, could accompany or augment the movie instructions. Demonstrations on skis can do a lot to prepare newcomers for their first snowy weekend.



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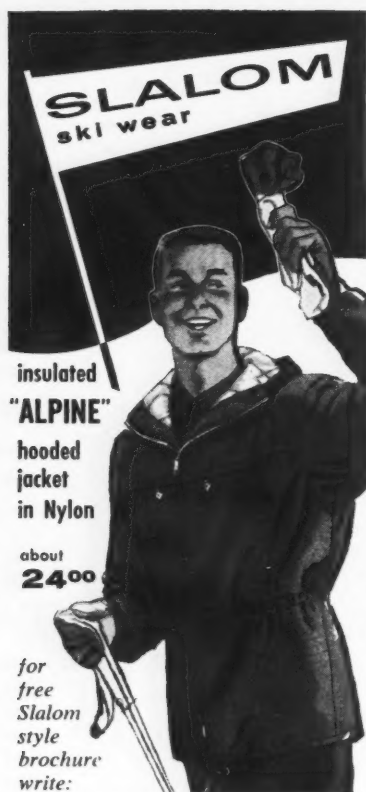
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# TOO MANY

by ROLAND PALMEDO

**H**AS THE construction of ski lifts recently outstripped the increase in the number of skiers? If so, what are the penalties of over-expansion?

A year or more ago there began to be reason for doubts about the rate of expansion of the ski-lift industry. In the preceding few years some very substantial additions to uphill facilities had been made. Spruce Peak's double chair lift rising 1,700 vertical feet, with a capacity of 880 skiers per hour, and a high-capacity T-bar, offered almost two million vertical-passenger-feet of capacity. Mt. Snow too had been created out of the wilderness with an equal capacity. These two new areas alone added at least fifty per cent to the supply of uphill transportation for skiers in the east.

Meanwhile other substantial areas had recently been completed or were in process: Burke Mountain, Smuggler's Notch and Jay Peak in northern Vermont; Okemo with its long platter-pull, Suicide Six with a high-capacity installation at Woodstock, and the Middlebury Snow Bowl in central Vermont; new platter-pulls at Cranmore and Intervale, N. H., and several substantial installations in Maine and Pennsylvania; a new chair lift at North Conway. In New York State, Snow Ridge, previously a multi-rope-tow area, had installed a T-bar and a Pomalift, Bel-leayre was adding a new T-bar, and Roxbury, a new area in the Catskills, had been created, to mention only a few

of the additions in the Empire State. Even more significant was the new interest of New York's "Skiing Governor" Harriman in the development of state-owned ski facilities, with the state legislature not to be outdone in close pursuit. Out of this a big Whiteface development was sure to develop—and did, with two double chair lifts now being completed. All this takes no account of new rope tows, minor new areas and additions to existing ones, and developments in Pennsylvania and western New York State.

This added up to an obviously rapid rate of expansion, but what introduced a really disquieting note were the reports and rumors of still more big lifts and new areas: Wildcat in New Hampshire and North Creek in New York, Haystack, Stratton, Killington and Bromley (North Side) in Vermont, and many others. Many new enterprises were apparently being promoted on the basis of, "Wouldn't it be fun if we had a big lift up that wonderful mountain!" or, "What terrific trails you could have down from that summit!" rather than on a careful analysis of the economic justification for the new area, or a careful consideration of all the prerequisites for a successful development.

Sometimes, too, the backers of a new area were not very well or accurately informed as to the profitability of the business. There seemed to be a widespread impression that practically every ski area reaped a handsome profit.

● The views expressed in this article do not necessarily agree with those held by the editors of SKI magazine. The author was instrumental in the original development of Stowe and Mad River Glen as major areas, and more recently has served as adviser to the Aspen Lift Corp. and member of New York's advisory committee. In the January issue SKI will present further debate on this controversy.

## LIFTS?

Typical was a letter written to the New York State authorities by a local resident advocating the construction of lifts by the state: "There are over 100 ski areas in Vermont. And all are paying!" This was so wide of the mark that it was practically in the opposite direction! To base action on such false impressions can have disastrous results.

As Fred Pabst, the Master of Bromley, put it: "When people see so many cars parked at one time they are bound to think that the area is making a million. They don't see the almost empty parking lots on the five weekdays, when the overhead goes right on, or during the three-quarters of the year when expenses continue and nothing comes in. New York thinks Vermont is getting all the gravy, but the amount of gravy is questionable."

Arthur Draper, then manager of the State-owned Belleayre area writes: "I do not put much faith in the crowds said to be skiers. For instance, Belleayre reported one weekend last season some 13,000 visitors, not skiers, mind you. On that particular weekend we sold 3,902 tickets for lifts, tows and ski school. So that prospective operators are not to rush off half-cocked, I believe there is a tremendous need for a truly honest survey of the ski market." L. Perry Williams, New York State's chief private enterpriser, comments: "The average person thinks every ski area is making fabulous sums of money. He does not appreciate the fact that it

is still primarily a seasonal weekend business with a year-round overhead and that a great many areas are in very difficult financial straits."

During this period the average capacity of new lifts had been greatly increased. While the first chair lifts could carry 200 or 225 passengers an hour up a mountain, the new double chairs loaded over four times that many. T-bars and platter-pulls could handle even more. (Actually, it is a mistake to conceive of the capacity of a lift as the number of passengers it can load per hour. A true index is the number of passenger-vertical-feet it can produce.)

Meanwhile, too, tours to Europe were being organized and patronized—on an unprecedented scale. Even the USEASA, presumably devoted to the promotion of skiing in the eastern U.S., was promoting trips to Europe. A great increase of traffic to the Rockies also drained off hundreds of customers, with no compensating in-flow from other regions.

Was the demand for uphill transportation growing that fast? Was the number of skiers, or at least skiing activity increasing at any such rate?

Skiers liked to boast that skiing was the "fastest growing sport in the country." Perhaps so, but figures on the number of clubs and the number of individual members of the associations hardly bore out the claim that this growth was "explosive."

What, actually, had been the increase

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in the supply of uphill transportation available to skiers in the east during recent years?

In order to get a clue to the answer to this question I sent out a questionnaire to the chief ski area operators in the east and most of them replied. The compilation of their answers, while not complete enough to yield results accurate to fractional percentages or the last foot, can be accepted as indicative of the situation and of well-informed opinion.

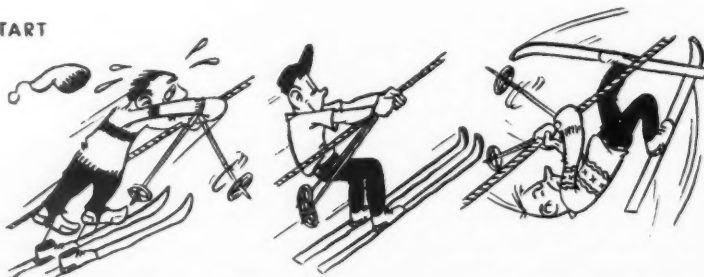
Present lift capacity (excluding rope tows) in New England and New York State was estimated at 22,600,000 passenger-feet per hour. Of this, the survey indicates 13,600,000 passenger-feet, or *over two-thirds*, was constructed in the past five years.

It seems certain that the number of skiers has had no such increase in the same period, or even that the demand for transportation (which may have grown more rapidly than the number of skiers, due to increased proficiency

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or greater prosperity) can have multiplied threefold in this time. This of itself does not necessarily prove a present over-supply of lift capacity, for five years ago there may have been an under-supply, so that some recent construction may have served to take care of this deficiency. But available evidence and opinions indicate that any such deficiency, if indeed it existed, was a negligible factor.

This 200% increase in lift capacity compares with an eighty-four percent gain in USEASA membership and a growth of less than twenty percent in the number of member clubs during the same five years.

In answer to the question, "Do you think there is danger of over-expansion through construction of unneeded new areas or ill-advised projects?" every New England and New York operator who answered expressed concern in some degree.

Philip Robertson of Cranmore Ski-mobiles, president of the Eastern Ski Area Operators Association, stated: "I certainly do [think there is danger of over-expansion]. I think a word of caution at this time would be in order."

Robert Baer, assistant manager at Belknap, answered, "Very definitely yes," while the president of a new northern area thought that "consideration should be given to the fact that some ill-advised areas may be going in."

Sepp Ruschp, president and general manager of the Mt. Mansfield Company, wrote: "It is our and my personal feeling that the skiing industry needs between two and three years' breathing spell without any vast developing. The developments already started need increased support from the skiing public in order not to become burdens to the community, stockholders and banks." He also expressed concern lest any "gigantic state development" (probably referring to New York's Whiteface project) "have a disastrous effect on private areas in the east." He pointed out that the state pays no taxes, does not have to carry the many expensive forms of insurance, and gets many free services from the state, which alone constitute unfair competition with private enterprise.

Walt Schoenknecht, creator of Mt. Snow, known as an enthusiast and optimist, thinks a note of caution might be advisable. "Many of the new areas," says he, "will find they cannot earn a living, and thus cannot grow, and will always remain poor or marginal."

*Continued ►*

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One operator, with typical Vermont caution, warned: "Let there be even a moderate recession and I think results would be disastrous for the ski industry."

Art Draper, now general manager of the new Whiteface area, thinks "definitely yes," there is danger of over-expansion. "One good season produces a rash of lifts and the next new developments . . . Someone is going to suffer." Another observer commented: "I wonder how long states and communities will build roads to doubtful new areas located without consideration for accessibility."

One lift manager commented: "That there should occasionally be lift lines involving more than a few minutes' wait is inevitable, and no indication that more lifts are needed generally. If lift capacity in every area were large enough to take care of the largest crowd on the biggest day, capacity would be excessive all the rest of the days (say ninety-nine percent of the time). This would be financially disastrous to everyone."

Webster Ottman, chairman of the Vermont Winter Sports Council, is definitely concerned about the clear and present danger. "It is about time," he writes, "that the state and potential investors in the ski business realized that there are more than enough ski areas in Vermont, and that a few more bad winters will put the present areas out of business, but fast!"

Ottman's concern would seem to be supported by financial results. Of two well-known areas in Vermont, one has shown a net profit in only three out of seven years (with its biggest loss last year), and the other in only two out of nine years. This is probably typical, and bodes ill for the survival of some areas.

It is significant that only one established operator judged the situation such as to warrant major expansion. And this involved only a twenty-five percent increase in his capacity. Meanwhile, however, inexperienced newcomers to the business were proposing ambitious and expensive projects all across from the Adirondacks to Maine. Tom Corcoran quoted an operator in SKI magazine as follows: "At present I find a great trend toward development of new ski hills and I believe many will find themselves in financial difficulties within a few years."

What Draper referred to when he predicted "someone is going to suffer" is not clear, but it is perhaps foresighted.

If over-expansion of the industry comes about, it is not only the operators and their stockholders who will suffer. A generally unhealthy financial condition will have an adverse effect on the employees, the ski schools and the inns of the affected communities—and all will be affected in some degree.

Most important of all, any such development would be against the best interest of the whole group of eastern skiers, for an over-expanded and impoverished industry will surely tend to reduce the services and activities which do much to promote the safety and enjoyment of the public. First-aid facilities and ski patrolling are likely to be curtailed. Trail improvement and snow conditioning are expensive and not directly productive of income, and are therefore likely to be reduced. Development will slacken. In general, there will be a greatly reduced ability to meet the skiers' needs as they develop and become evident—an effort that all well-run ski areas constantly make.

Whether or not any, or any substantial number of, eastern areas made a profit during the fiscal year which included the past winter is difficult to say, for many areas are closely or individually owned and do not make their figures public. Moreover, accounting policy, especially with respect to depreciation and trail work, varies greatly, so that net results are not comparable, and their antecedents must be understood for them to be appreciated. Sufficient information is available, however, to indicate that a very large majority of areas—perhaps practically all—lost money in the past or current year, or would have if adequate charges for depreciation had been made. Certainly among those which were in the red were several of the best established and most popular ones.

From his study of ski area operations, Corcoran, a postgraduate business school student, concluded: "The fact is that right now there are very few areas making what would be considered a satisfactory profit in any other industry."

A study of the available facts and opinions definitely leads to the impression that expansion has gone far enough for a while. Wildcat and Whiteface alone will add capacity greater, probably, than the year's growth of demand. Should even a small part of the projected or rumored projects materialize it would appear probable that an unhealthy situation would be created which would result in some painful readjustments.

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by Kurt Rohde

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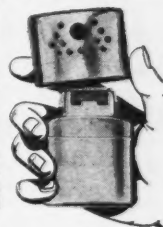
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**To anticipate the needs of the increased number of skiers three new trails have been completed. The first, from the Bell Mountain Saddle, will parallel the present Seibert Trail and lead into a completely re-vamped Collins Gulch, where fill has been placed, to make a vastly improved area throughout.**

**Secondly, a new trail runs from the One Leaf into Tourtelotte Park and the third leads from the bottom of Buckhorn through to the lower Dipsy Doodle.**

**Other improvements have also been made with the elimination of rough spots on existing trails.**

**These improvements promise the best skiing yet for the coming year."**

# FALL

# or NO-

Safety experts say,

"If you don't fall,  
you won't get hurt."

**Y**OU'RE RIDING the ruts on the out-run to the bottom of the lift. For a split second, your attention wanders, and so does your center of gravity. You are teetering, about to catch an outside edge. Do you fight it, or do you let yourself go?

Or again, you're making a downhill turn on a steep slope. You're sitting back too far, and your skis get away from you. They're pointed straight down the mountain, and you're picking up speed. Do you fall, or do you try to ride it out?

At the last meeting of the Northwestern Medical Association in Sun Valley, Dr. Leighton Brownton, chairman of the organization's famed safety binding committee, wound up his report by saying that the best way to avoid getting hurt is: don't fall. If you don't fall, you won't get hurt—that is the attitude of many experienced skiers. But what would the no-fall advocates recommend doing in the above situation?

If you swallow your pride, pick your spot and sit down as gently as you know how—sure, you might get hurt, although the chance of injury may be

slight. On the other hand, if you ride it out and stand up, your pride and bones will both be intact. But if you try to make it and fail, you will fall all the harder and more awkwardly, and the chances of getting hurt are increased.

The no-fall party's answer to this dilemma is: don't get yourself into any such pickles. Ski under control. Ski slowly and pick your route carefully. Pay attention to the trail ahead. Don't fall.

But how can we learn to be better skiers unless we push ourselves occasionally, and when we're feeling good, let our skis run a bit free and fast? When we tackle a tough trail for the first time, shouldn't we take a spill or two in stride? Besides, what skier doesn't fall occasionally, no matter how strongly he may be opposed to the idea?

Contradicting the no-fall philosophy are two main points of view. One is flippant. It holds that the only time Hannes Schneider broke his leg he was standing still (which is true), and that if you ski at all, you must expect to

# FALL?

Ski schools teach you  
to fall correctly.  
Who's right?

get hurt sooner or later anyhow (which is both untrue and beside the point).

The other contrary point of view concedes that a degree of caution is healthy, but disputes the no-fall principle per se. The no-fall rule is not only negative, it argues, but detrimental to good skiing and safe skiing. No-fall skiers tend to be cautious to the point of timidity; they "tighten up" when the going gets rough. It is the stiff and apprehensive skier who is most liable to get hurt, this point of view maintains; the *relaxed* skier is the least liable to be hurt.

One of the first things taught to a beginner in ski school is how to fall. It is expected that the beginner will fall often while learning the primary maneuvers; therefore he is prepared to fall properly, in a relaxed way, so that the chance of injury is almost nil. Why should this sensible philosophy not be continued into the intermediate and expert stages?

Well, take your pick of skiing philosophies. The no-fall skier who has learned to relax, and the "fall-guy" who is just a mite cautious, are probably both right.



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# The Luckiest Kids in the World



▲ Also with Toni at slalom session are Gale "Spider" Spence, coach of Aspen junior team, and ski school co-director Friedl Pfeifer (right), who is pointing out racer's fault while youngster lounges

Toni's English becomes amazingly fluent as he discusses the fine points of slalom with junior team before they all take another run through the practice course ▼





One afternoon last winter both Toni Sailer and Stein Eriksen (rt) showed up to practice slalom with the kids at Aspen, Colo.

Stein whips through closed gate, shadowed by youthful yet accomplished Bill Marolt, brother of FIS team member Max Marolt; Toni is followed by Jane Moore, whose imitation is less precise ▼

Toni shows he can hang one up too. With tip caught on pole, he plowed into intrepid SKI editor just after picture was taken ▼





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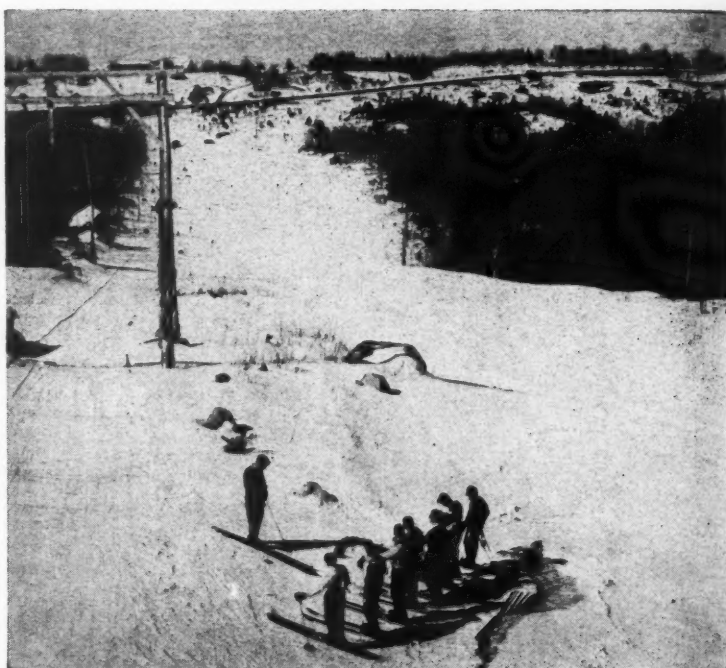
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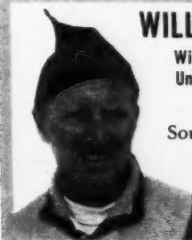
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Jim Lewis of Beaver Falls, N.Y., is one skiing parent not to be fazed by the task of transporting his own family—and their numerous friends—to skiing at Snow Ridge. He bought a bus, rigged it with steam table, charcoal broiler and oven, and equipped himself with a change of hats to play the part of both chef and chauffeur. The bus will carry close to two dozen youngsters, in addition to the Lewises, and will sleep an as yet untested total. It also boasts a spool bed, covered with a buffalo skin, and a twenty-foot genuine red carpet to roll out for guests.



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## Where Skiers Ski to Eat

**W**INE, WOMEN AND SONG—approximately in that order—are frequently and widely cited as the most popular of après-ski attractions. Often overlooked in the general brouhaha is another activity which, in the opinion of this scribe, is at least as interesting and considerably more vital, and which, in addition, furnishes the necessary and sound foundation for the above-named indoor sports.

I refer to the fine art of eating.

In most American ski resorts, the feeding of the hungry hordes is attended to with efficiency and dispatch; the food is plentiful, sometimes attractive, and provides the calories necessary to the execution of an ample number of schusses, turns and spills. In short, the skiers eat to ski.

In the little Colorado town of Aspen, however, the knowledgeable skier regards his downhill runs not only as an end in themselves, but as a stimulation of the appetite, a prelude for the dinners ahead. In short, Aspen skiers ski to eat.

There are various reasons—such as Aspen's cultural summer program with its cosmopolitan clientele, its worldwide ski fame through the 1950 FIS—why this small Colorado resort has

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become one of the finest eating places between the east and west coasts. For the hungry visitor, however, the reasons are much less interesting than the results.

Aspen's gastronomical day starts without great fanfare. Though but-tery, flaky croissants and other baked specialties can be found by those ac-customed to a continental breakfast, the first meal of the day more usually follows standard American practice.

Lunch, in Aspen's winter, tends to be tied to the ski hill. The Sundeck, at the upper terminal of the chair lifts, makes an ideal meeting place for skiers running the upper part of Aspen Mountain, and it serves one of America's great Alpine views together with lunch. The serving—of the lunch, not the view—is done by Paul and Hanna Wirth, a pair of transplanted Swiss who feel right at home on their American mountaintop. In fact, the mountaintop is home for them and their lovely children; their little girls' daily ski run down to school in Aspen did, indeed, furnish the basic idea for the Fred Iselin-produced ski film, "Little Skier's Big Day."

Since Hanna and Paul have to feed a lot of skiers in a short time, they offer many of the usual short-order dishes. Yet they always try to have at least one European-ski-hut type of entrée, such as their homemade split pea soup with knackwurst, a dish to put the wedeln into anybody's skiing.

At the downhill end of Aspen's runs the eager skiers gravitate towards the charbroiled hamburgers of the Skiers' Chalet or the attractions offered by the Little Nell Cafe. The latter offers not only hamburgers, sandwiches and other customary let's-get-back-on-the-hill-quick lunches but also delicious clam chowder, oyster stew and other seafood specialties. Little Nell, besides being a lunch place, serves complete dinners and is particularly famous as the place for those before-bed snacks in the small hours of the morning.

Little Nell's seafood cookery re-flects the interests of its owner, Aspen's number-one gourmet, Leon-ard Thomas. Widely travelled, Len Thomas can discourse with authority on the creations of Escoffier and Sacher, loves to twist his tongue—linguistically and gastronomically—around *coquilles St. Jacques*, *Gän-seleber mit Zwiebeln*, and similar "spécialités" which he gradually plans to introduce. And not only is Len Thomas involved with the preparation

SKI, DECEMBER, 1957



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### Culinary Guide

# Mario's of Aspen

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## THE RED ONION

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Gourmet Foods  
of the  
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## the Sundeck

where skiers meet to eat—  
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Best Seafood in the West  
Oyster Stew, Oysters Rockefeller  
Late Night Snacks

of good food at Little Nell and Le Rendezvous, another place in which he has an interest; he can also furnish some of the ingredients for gourmet guests, delicacies such as homegrown Kentucky bib lettuce, trout from his own ponds, beef from his own cattle.

Le Rendezvous, is one of several restaurants that opened in Aspen this past summer. It is perhaps best characterized as an intimate dining place of top caliber; its fine bar and elegant dining room, held in modern decor, look out on the sunken garden of the new Gallun Building. Unlike many of the foreign-flavored restaurants in Aspen, this one is managed by an honest-to-goodness young American, Ted Gordon, who came to Aspen two years ago, became adept enough at skiing to join the ski school as a teacher, finally decided to stay and translate his considerable bar and restaurant experience from New York, Miami and Las Vegas into a new restaurant. If the rave notices about his prime ribs of beef *à la normand* are any indication, Le Rendezvous will command an enthusiastic and loyal following.

While the Rendezvous represents the modern in Aspen, the Victorian bar and dining room of the Hotel Jerome represent tradition. The bar itself, with its mirror-back bar, is a fine piece of craftsmanship; the walls of the barroom are decorated with Victorian paintings, primitives, posters announcing exciting olio dramas, and an old barber shop price list, complete from mustache singeing to the price for shaving a corpse. Next door, the dining room has a classic elegance that is rarely found today; the food, under the expert direction of chef Henri Kéchid, is in the French tradition.

Another famous Aspen restaurant which breathes the atmosphere of the town's glorious silver mining days is the Red Onion. Bought in Aspen's early ski days by Johnny Litchfield, of Dartmouth ski team and Tenth Mountain Division fame, it changed hands several times, has grown and prospered mightily under present owners Werner Kuster and Arnold Senn. Though both of them are from Switzerland—Arnold had been a chef at the League of Nations; Werner had been drawn to Aspen by the FIS publicity in 1950, had become an instructor for our mountain troops at Camp Hale, then returned to Aspen—the Red Onion does not have a European

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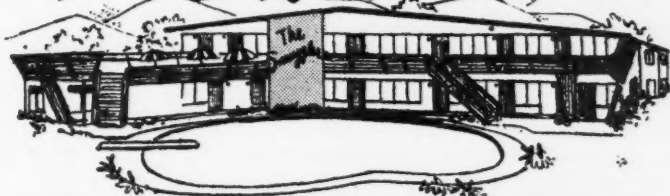
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flavor. It is, essentially, a first-class steak house, and its food and drinks have a rightful reputation far beyond Aspen.

The Red Onion's owners are by no means the only Swiss brought to Aspen through the fame of the 1950 FIS. The world championships also were the magnet that drew Guido Meyer, the owner of Guido's Swiss Inn. Guido had made many American friends in Switzerland during the war when he was chef at a camp for downed American fliers at Adelboden. Following their suggestions, he made the hop across the Atlantic, landing first in Canada, and finally coming to Colorado and opening his own place in Aspen. Helping him in the supervision of his restaurant is his wife Trudi; though Guido and Trudi lived only ten miles apart in Switzerland, they did not meet until she came to work in Aspen.

Guido's offers a very wide selection of dishes, emphasizing a sound and varied Swiss family fare. Besides breakfast, lunch and dinner, there are pastries in the afternoon, glühwein and other hot drinks. The menu includes American dishes, European entrées and Swiss specialties. The wide variety offered, and the special children's dinners, have made Guido's a favorite with family groups.

Though the Golden Horn Restaurant is also directed by a Swiss couple, it is different from Guido's in both atmosphere and food. Sami and Nino Hirsig, trained in Zürich, Geneva, St. Moritz, Chamonix, London and Paris, tend to lean more toward the French Swiss and high French style

of cookery. Their cheese soup, their *fondue valaisanne*, and their *crêpes suzette* and *brûlées* are justly renowned; to dine at the Golden Horn is a fitting opening for a great evening.

To dispel any fear that Aspen is on the point of becoming a Swiss colony, let us now enter a restaurant that engulfs us warmly in a torrent of sounds and smells—snatches of operatic arias, musical comedy hits, the bouquet of skilfully blended sauces, of cheese, bread, Chianti, an intimation of garlic. We are in Mario's, Aspen's version of Italy. Boss of this enterprise, as well as chief cook and singer, is Mario Lalli, a lyric tenor. Co-founder Tish Kllanxhja, a baritone, left recently—cause of regret among music lovers, of relief among journalists and proofreaders.

Mario was born in Springfield, Mass. He learned his cooking from his family. He studied his music under DeLuca at the Julliard Institute, sang with the San Carlo Opera and the New York City Center Opera. Jazzman Joe Marsala, an Aspen resident and booster, steered him to the Rocky Mountain town where his special blend of food and music has been equally successful with the summer longhairs and the winter long-slats.

Last, but by no means least, among the noteworthy Aspen eateries is the Copper Kettle at the Four Seasons. Located two miles from Aspen in a fine old mansion on Castle Creek, this is one of the truly unusual and outstanding eating places in America, and it has been recognized as such not only by its many satisfied clients



The Bavarian parliament has decreed fines up to 150 marks (\$35.70) or time in jail for skiing faster than 35 mph or bringing pets on to the hill

but by guidebooks, magazines and professional gourmets. The couple who created this restaurant, the Armstrongs, were originally in the Foreign Service of the U.S. State Department. Their combined time abroad amounts to twenty-five years, spent in a total of about fifty countries. Sarah Armstrong, whose hobby is cooking, used these years to pick up an incredible collection of recipes. Today she turns them out in her kitchen during the height of the summer and winter season, while husband "Army" officiates most expertly behind the bar. Helping them in their enterprise is Pat Moore, an acquaintance from European days. Pat, quite an expert on modern art, also runs her Persian Bazaar, a combination art gallery and gift shop, above the Copper Kettle, as well as Pat Moore, Inc., a similar shop in Aspen itself.

A dinner at the Copper Kettle is not like the usual restaurant dinner. It is, rather, like being invited at a very fine home in a distant part of the world. There is no long menu with a wide choice of dishes. Instead, there is a complete, carefully selected and harmonized dinner, reflecting the cuisine of a particular region. One evening it might be Scandinavia, another France, another evening it might be food from central Europe, the Near East, or the Latin countries. Each dinner, from soup or hors d'oeuvre right through the dessert, is typical of the country of origin; even the local bread is baked especially for each dinner. By this year, the Armstrongs had served more than 300 such dinners in Aspen, and while there had been some repetition of individual dishes, no menu had been repeated in its entirety and each one of the 300 dinners had been separate, unique and distinctive.

Lest skiers of the "there's-nothing-like-Mom's-apple-pie" school of eating fear that they will starve to death in Aspen, let us add, in closing, that standard American restaurants with standard American fare of wide choice and excellent quality are of course most adequately represented. If this article has concentrated on Aspen's more cosmopolitan restaurants, it is because they are the ones which have made Aspen eating something special, which have matched Aspen's ski courses in interest and variety by their dinner courses, which have made Aspen the best eating town for its size in America. W.L.

SKI, DECEMBER, 1957

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## snowmaking becomes an important factor

IN THE NEXT DECADE, your skiing opportunities may be increased tenfold, owing to a remarkable technological achievement: snowmaking. Today, at a cost comparable to erecting a modern ski lift on a given hill, that hill can be provided with snowmaking equipment to service a wide slope the full length of the hill. Furthermore, such an installation is feasible wherever the temperature drops consistently below freezing at night and the relative humidity is not too high.

Guaranteed snow! Think of it! How often have you driven two or three hundred miles, only to run a slalom on ice between rocks, stumps and bare patches! And think of the area operator who suffers a snowless winter. Can he afford to groom his slopes,

cut new trails or put up a new lift after a year or two in the red? Snowmaking promises to take the weather risk out of skiing—your risk, when you plan your ski vacation or weekend, the area operator's risk, and consequently the risk that everyone with a recreational or commercial interest in the sport must take.

In the east, last season was generally a poor one for snow. Most areas suffered, and so did the skiers who either went there and had poor skiing or cancelled their trips. But from the Bousquet Ski Area at Pittsfield, Mass., president Donald Soviero was able to report an entirely different story. The T-bar area, with its Larchmont snowmaking equipment, operated eighty-two days, and some 35,000 skiers en-

◀ At Bousquet Ski Area a portable rotary nozzle lays down snow at the rate of two inches per hour

# FUTURE

## for skiers in the east and midwest

joyed perfect snow conditions in the midst of bare countryside.

"That indicates to me," Soviero says, "that snowmaking and proper facilities really pay off." This year he has doubled the extent of the snowmaking installation and added two Pomalifts for uphill transportation.

Ralph Des Roches, formerly ski school head and now general manager of Laurel Mountain Slopes at Ligonier, Pa., also reports successful operation. "Because of snowmaking, we're in business," he says. The original Skyworker Corp. installation there went in two years ago and has been expanded since.

The conditions of temperature and humidity required for the snowmaking process prevail over an extensive part of the North American continent, even at low altitudes and outside the snow belt. Thus installations in metropolitan areas of the east, midwest and far west are entirely feasible—indeed, some are going in this season. This fact holds out tremendous possibilities for the sport. With little-hill skiing, including tows and instruction, on guaranteed good snow, as convenient to metropolitan residents as the local bowling alley, golf course or skating rink, many more people may be expected to try the sport. Some of these should become proficient and enthusiastic enough to seek bigger hills, longer lifts and more varied terrain. The increase in the number of skiers should result in more and better facilities for everyone.

A dramatic example of what is being done along this line is the trans-

formation of huge Soldier Field in Chicago into a ski and toboggan area. A large section of the stands (twenty-three degree slope) has been prepared with straw and boards. Larchmont snowmaking equipment will lay down a layer of the white stuff. Rental equipment will make it possible for any Chicagoan to try the sport without the expense of a long trip, overnight stay, purchase of equipment, etc. He can take his girl there for a date just as readily as to a roller skating rink. The stadium will even have a couple of rope tows and a ski school.

Another example of citified skiing on artificial snow is Bob Livermore's new Boston Ski Hill at North Andover, Mass., near greater Boston. Snowmaking installations will be operating at other areas as well—notably at Caberfae, and Boyne Mountain, Mich., the midwest's only chair lift areas, at Blue Ridge Ski Center, Lebanon, Pa., and as far northeast as Mittersill Ski Area, Franconia, N.H., and Mt. Ascutney, Windsor, Vt.

### Ascutney a Sure Bet

Snowmaking at the just-mentioned New England areas is like bringing coals to Newcastle—when the Newcastle coal miners are on strike. When the weather goes on strike, Ascutney will have snow to keep its new Hall T-bar running and its skiers happy. At night, or whenever the temperature is under thirty degrees and the humidity under sixty-one per cent, the machinery can go into action—twelve



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rotary nozzles mounted on movable sleds, each capable of delivering over one inch of snowfall per hour over an area of 2,000 square feet! Skiers going to Ascutney will still hope for lots of natural snow, so they can enjoy all the new trails John Howland is building; but they *know* they will find plenty of good skiing, regardless.

The snowmaking equipment now in use is somewhat complicated and costly to install and operate. Twin pipelines carrying water and air, both under pressure, are required, plus a substantial number of portable nozzles linked to the pipelines by rubber hoses. A system must be designed so that it may be drained completely and quickly. Yet the "bugs," such as the tendency of nozzles and connections to freeze up, have been ferreted out. For next year, Larchmont Engineering of Lexington, Mass., which got into snowmaking by way of irrigation equipment, promises another startling development: snowmaking without compressed air. This is important, because at present one of the expensive aspects of snowmaking is the high rental cost of air compressors. The new process also should lower the initial cost of pipelines and machinery.

The new trend in ski area development appears to be twofold: small, high-capacity hills (with snowmaking) in or near metropolitan areas; large developments with luxury lifts on big mountains—usually far from centers of population. The average skier, it is thought, will drive three or four hundred miles to ride a chair lift and ski down 2,000 vertical feet of modern trails—but *not* to ride a rope tow, or even to patronize a small T-bar hill unless the area features other attractions in addition to skiing. He will also spend a day, an afternoon or an evening at a small tow area—if it is conveniently near and can guarantee snow. Another consideration influencing the planning of the really big ski areas is the likelihood of summer tourist business.

#### **Year-round Traffic**

Wildcat is a case in point. That investment in a luxury gondola lift on the basis of only four months' winter operation would be financially sound is moot. With summer business in prospect, however, the picture changes. Pinkham Notch is well traveled by tourists in summer. Nearby Franconia's aerial tramway does an ex-

cellent summer business. Wildcat Mountain offers an unparalleled view of Tuckerman Ravine and Mt. Washington as well as other peaks in the Presidential Range. In view of these considerations, it would not be at all surprising if the Wildcat Mountain Corp. made out as well or better in summer than in winter.

For tourist business a lift operator does not need to cut or maintain expensive trails. He does not need to keep a fleet of Sno-Cats packing slopes, or snowplows clearing the parking area. He does not need a ski patrol or other expensive facilities and services he normally provides for skiers. What he does need is an expensive luxury lift—a double chair lift, say, or at least a T-bar of the type which can be fitted with a limited number of chairs in summer. Then, with a specially fat round-trip lift rate, and booming gift shop and restaurant, the operator stands to do well.

#### Forest Service Study

The need for year-round operation of major ski areas, for recreational as well as economic reasons, was brought out in a study completed recently by the U.S. Forest Service. The exhaustive physical and economic survey was instigated, on the one hand, by entrepreneurs seeking permits for ski development of federal lands in Vermont and, on the other hand, by outspoken opposition to further development on the part of area operators and formidable critics such as Roland Palmedo. The study resulted in victory for the proponents of expansion. Lincoln Basin, a part of the Green Mountain National Forest near Warren, Vt., was declared available for development as a "year-round recreational area," meaning a ski development which may also be enjoyed by summer tourists and campers. This is the area being promoted by Damon Gadd of Ullr Lodge, Waitsfield, under the name "Sugar Bush." Paul S. Newcomb, forest supervisor at Rutland, has announced: "The proposed development will emphasize year-long use in contrast to the seasonal operation normally associated with mountain recreation planning."

Artificial snow and year-round lift operation add up to more skiers, more and better facilities. A SKI editor may be excused for siding with the optimists.

FS-M

SKI, DECEMBER, 1957

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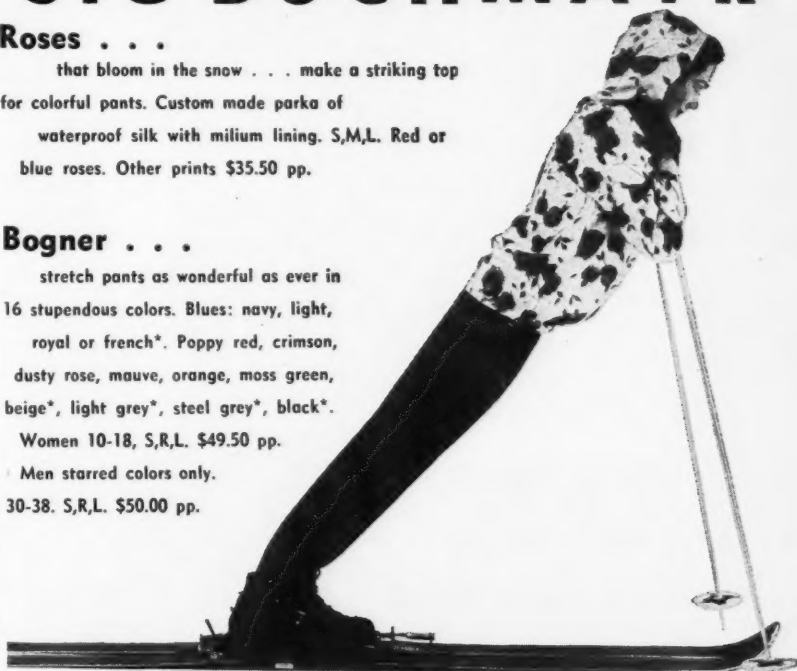
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## NEWS OF EASTERN AND MIDWESTERN SKI AREA GAINS

In this banner year of ski resort development and expansion, over fifty new chair lifts, T-bars and Pomalifts will be operating at North American ski areas. Of these, over seventy per cent are in the east and midwest, where the greatest strides are also being made in the field of artificial snowmaking. Here are the news highlights.

**Mt. Telemark, Hayward, Wis.** 1930/305' Constan T-bar with 1,000 sph capacity, first such lift in region, being readied for this season.

**Boyne Mountain, Boyne Falls, Mich.** New Heron double chair lift, second at Boyne, is 1,550/390' with 800 sph cap. Other improvements include expansion of snow-making apparatus.

**Caberfae Ski Area, Cadillac, Mich.** 2,000/265' double chair and snowmaking machinery going in at Michigan's largest tow area. Lift to serve 25-acre bowl and two other runs.

**Walloon Hills, Walloon Lake, Mich.** New 2,000/355' Pomalift is drawing card at recently developed area with two tows and wide slopes and trails.

**Cliffs Ridge, Marquette, Mich.** 1,400/340' Constan T-bar going in, to be in operation by December 15 together with rope tows and other facilities.

**Harbor Highlands, Harbor Springs, Mich.** New B-20 Rapid Pomalift being installed.

**Soldier's Field, Chicago, Ill.** "Winter Wonderland" to open December 1. Stadium converted into winter sports area by Oscar Brotman through magic of artificial snowmaking. Enterprise will have 500 complete ski rental units, 200 toboggans, two rope tows, four toboggan chutes, will operate day and night.

**Whiteface Mountain Ski Center, Wilmington, N. Y.** New \$2.5 million ski area built by the state comprises two Riblet double chair lifts, nearly ten miles of trails, access road, base lodge, summit shelter, rope tow and a host of other installations. The 6,100/1,310' and 4,200/1,524' lifts service terrain ranging from lower intermediate to expert; a novice slope is planned for next year. Two-story redwood lodge is 80' x 85', houses Otto Schniebs ski shop, cafeteria, offices, rest rooms, lounge, etc., cost quarter-million dollars. Two-lane access road bridges West Branch of Ausable River, leads to two large parking areas. All facilities scheduled to begin operation in time for Christmas holidays. Ample lodging in Lake Placid and other nearby towns.

**Kobl Mountain Ski Center, Lake Placid, N. Y.** Second new Adirondack area to concentrate on facilities for beginning and intermediate skiers. 1,400/360' Riblet double chair due to begin operation by Christmas. Was planned with summer as well as winter business in view. Area also has Pomalift moved from Old MacDonald's Farm.

**Snow Ridge, Turin, N. Y.** Rudy Kuster's ski school will have completely integrated, specially landscaped teaching area this season, with its own tows. Wax House at base of lifts doubled in size.

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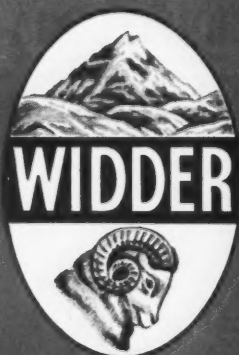
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**Greek Peak, Cortland, N. Y.** 3,000/710' Hall T-bar installed late last season services 150-acre area of slopes and trails. New parking lot, base lodge ready.

**Toggenburg, Fabius, N. Y.** New 2,500/525' Hall T-bar will serve two new trails as well as improved open slope. Local development corporation plans to cut longer, steeper runs from summit next year.

**Willard Mountain, Valley Falls, N. Y.** New corporation has sold over half of stock issue for construction of T-bar, auxiliary J-bar, tows, etc. Eventually chair lift is planned here on 800-foot vertical descent.

**Johnstown, N. Y.** 1,530/425' Constam T-bar going in.

**Swain Ski Slopes, Swain, N. Y.** Tow area being modernized with addition of 2,400/-501' Hall T-bar, Larchmont snowmaking equipment.

**Win-Sum Ski Area, Ellicottville, N. Y.** 2,000/500' Hall T-bar being constructed as part of brand-new development in western New York.

**Holiday Hill, Monticello, N. Y.** New Poma B-20 Rapid going in to serve slope.

**Concord Ski Area, Kiamesha Lake, N. Y.** New snowmaking installation.

**Belleayre, Pine Hill, N. Y.** 3010/800' Roebbling T-bar vastly ups capacity of New York State's Catskill area. Located midway between chair lift and original T-bar, new lift services wide variety of trails, including three of four new ones cut this year.

**Laurel Mountain Slopes, Ligonier, Pa.** New manager Doc Des Roches announces completion of new beginners' area with tow, widening of Wildcat intermediate trail and expansion of snowmaking capacity.

**Blue Ridge Ski Center, Lebanon, Pa.** Larchmont snowmaking installation new this year.

**Seven Springs Ski Area, Champion, Pa.** 1,200/350' Poma serves new slope, supplements six existing rope tows, all 55 miles southeast of Pittsburgh. A year-round resort now concentrating on skiing.

**Mont Tremblant, P. Q.** Latest step in development of North Side T-bar and chair lift area is clearing and grading of 900' x 3,000' Devil's River Slope at the foot of Devil's River Run. New slope will provide more teaching space for novice and intermediate ski school classes; exposure should guar-

antee good snow conditions well into April.

**Jasper-in-Quebec, P. Q.** New owner-manager Jean Gelinas has widened and improved trails and slopes served by 4,000-foot T-bar, added new ski shop and revamped popular Laurentian area. Elton Erwin back as CSIA ski school head.

**Chalet Cochand, Ste. Marguerite, Sta. P. Q.** New 1,900/400' Doppelmayr T-bar parallels original T-bar to more than double capacity on extended trail system.

**Mont Blanc, Val Morin, P. Q.** 3,000/800' Western T-bar with 1,000 sph cap. contracted for. One of longest T-bars in east, this lift will be equipped with chairs in summer.

**Far Hills Inn, Val Morin, P. Q.** Installation of 1,000/225' Western T-bar and improvement of other ski facilities carried out by new management of resort.

**Ste. Adele, P. Q.** 1,420/270' Constam T-bar going in at hub of Laurentian ski resort region.

**Chateau Lac Beauport, P. Q.** Western 2,000/-500' combination T-bar and chair lift being installed.

**Auberge des Monts, Lac Beauport, P. Q.** New 4,000' slope served by Pomalift installed last year. Plans for future include a T-bar.

**Sugarloaf Mountain, Kingfield, Me.** Trails widened, groomed, mulched with hay in preparation for record season at extensive tandem T-bar area. Additional lodging to include two new motels. Ski school will again be under direction of Werner Rothacker, of Zell-am-See, Austria.

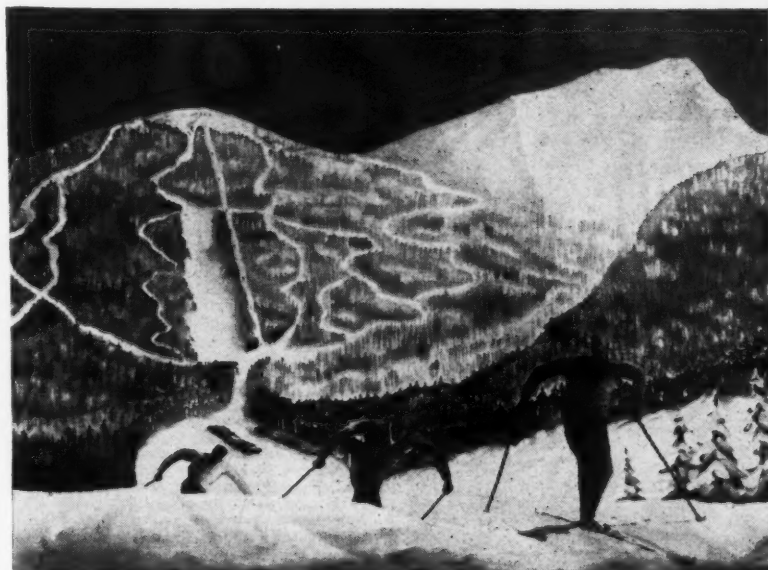
**Wildcat Mountain, Pinkham Notch, Gorham, N. H.** Big news is that 6800/2100' Telecar gondola may be ready for skiers as early as January. This luxury lift will carry up to 600 skiers per hour to 4,420-foot summit of Wildcat, in comfort of enclosed steel-and-glass cabins. Two wide trails ready, bottom half of which together with a well groomed slope will be served by 3,800/-1,000' Hall T-bar due to begin operation this month. Base lodge with restaurant, ski and rental shops, etc., ready to open.

**Mittersill Ski Area, Franconia, N. H.** Snowmaking installation on T-bar slope.

**Dartmouth Skiway, Lyme, N. H.** Trails widened and groomed. New 30-meter jump under construction.



**Dozer carves out boulevard trails at new Wildcat development near Gorham**



**Area manager's dream: Walter Foeger's visionary painting of Jay Peak**



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# STRETCH



Snowmaking at Bousquet's, Pittsfield

Temple Mountain, Peterborough, N. H. Trail work begun for alpine lift area to go in next year.

Mt. Sunapee, Sunapee, N. H. T-bar replacing one of ropes. New beginners' slope.

Jay Peak, North Troy, Vt. New 3580/1155' Pomalift in tandem with original Poma extends lift line to 3,600 feet in length. New lift section serves Giant Slalom Trail connecting with main slope and two-mile-long Family Trail. Skiing surfaces smoothed, seeded and blanketed with hay.

Burke Mountain, Lyndonville, Vt. State has appropriated \$126,000 to complete hardtop access highway in 1958. Lyndon Institute ski team spent summer hand-picking rocks from Bear Den Trail. Mile-long Pomalift line improved for easy riding.

Smuggler's Notch Ski-Ways, Jeffersonville, Vt. Rough going on trails and slopes of Pomalift area built last year now transformed into smooth sailing after summer of grooming and seeding. Lift line dips eliminated for a comfortable ride up back side of Spruce Peak.

Stowe, Vt. Mt. Mansfield Co. taking breather after extensive lift-building in recent years. New Smuggler Trail completed on Spruce Peak double chair lift area. Crews working on extra-careful preparation of skiing surfaces.

Mad River Glen, Waitsfield, Vt. General grooming; new Beaver Trail cut.

Sugarbush Valley, Warren, Vt. \$1.5 million ski area on Mt. Lincoln still in financing state, but Forest Service has approved site on federal land and area may go in next year. Principal promoter is Damon Gadd, Waitsfield, Vt.

Barre, Vt. 1,748/341' Poma being installed within city limits by Community Services, Inc., non-profit organization, with financial backing of prosperous citizens and large-scale help of volunteer labor and loaned equipment. Large base lodge with all facilities to be built.

Mt. Killington, Sherburne, Vt. First of 2,300/450' section of Pomalift on North Peak of Killington Basin ready to run this season. Construction well underway on four-mile access road and base lodge for which total of \$170,000 was authorized by Vermont legislature. Plans call for extension of Pomalift to summit of North Peak next year, then additional lifts and runs around bowl, including chair lift to 4,241-foot Killington Peak itself.

Pico Peak, Rutland, Vt. 1,700/330' T-bar is backbone of new area separate from existing T-bar development. Karl Acker has created area especially for beginning and timid intermediate skiers.



Powder at Burke Mountain, Lyndonville

**Mt. Ascutney, Windsor, Vt.** 2,300/610' Hall T-bar to serve slopes and new trail at this popular multi-tow area this season. Larchmont snow-making equipment utilizing twelve portable rotary nozzles, only major installation in northern New England, will provide guaranteed skiable snow over 1,500' x 200' slope. Area will accommodate over 1,000 skiers at one time. Warming hut will be enlarged. John Howland is president of new corporation formed to take over the area from the former owners, Windsor Machine Products, Inc., and develop it to full potential.

**Okemo Mountain, Ludlow, Vt.** Widened and resurfaced access road leads to new base lodge with increased ski shop and repair facilities. Slopes and trails cleared of rough spots and carefully groomed this year. Pomalifts, set to go.

**Big Bromley, Manchester Center, Vt.** New beginners' and teaching slope next to Lord's Prayer. Possible development of North Side being considered.

**Mt. Snow, West Dover, Vt.** Fifth monorail double chair lift is newest step in ten-year development plan. Lift serves new intermediate and novice trails, opens up new expert trail on northeast face of mountain. Also completed are four-mile novice trail from summit, new summit lodge, other extensive and expensive improvements—such as forty-hole john wing on base lodge. Sixteen new lodges bring area bed capacity up to about 2,000. Elaborate Snow Mountain Inn development is underway, with three cottage buildings completed; subsidiary Snowbrook Club, private Techbuilt cottage colony, is launched. Expansion here amounts to entire new ski area, with lodging facilities keeping pace.

**Haystack Mountain, Wilmington, Vt.** Two groups competing for right to build ski area on this mountain, but U. S. Forest Service has yet to approve site for development.

**Bousquet Ski Area, Pittsfield, Mass.** Don Soviero is modernizing and expanding historic tow area into first-class playground for beginning and intermediate skiers. Larchmont snowmaking equipment installed last year now doubled in capacity and artificial-snow coverage extended to East Slope, served by brand-new 1,250/-270' Pomalift. Another Poma (1,150/303') will serve upper Bousquet Trail and runs 1,000 feet beyond upper terminal of T-bar installed last year. Improved access road, additional parking area, enlarged canteen also ready.

**Boston Hill Ski Area, North Andover, Mass.** Snowmaking installation on 200-foot-vertical slope served by tows.

SKI, DECEMBER, 1957

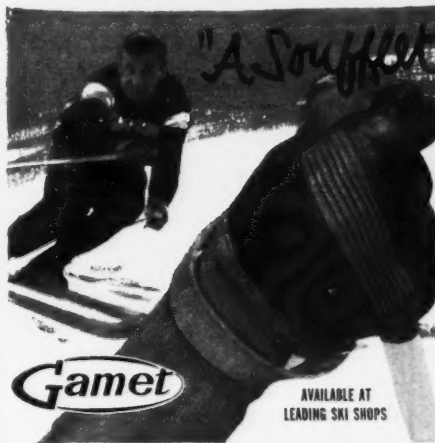
## SKI LIFT—

Handsome, functional ski clothes for father and son, done exclusively for us by Irving of Montreal. The youngster's quilted nylon parka, navy or red, S, M, L, 19.95. Pants, navy nylon-and-wool; 7-14x sizes, 19.95. Man's cotton poplin parka; red, black or white; S, M, L, XL, 29.95. Wool ski pants, black, navy or dark grey; 30-40 waist, 35.00. From our new Winter Sports Department for Men, Women and Children.



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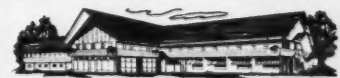
## LOCAL BOY RETURNS HOME

This winter, from February 1-9, Badgastein will host the F.I.S., and Sepp Benedikter, nationally known ski maestro, together with Westwood Travel, has arranged a skiers' tour to this great event. Those who travel with gay and genial Sepp will ski Gastein with someone who knows the town and mountains like his own backyard, and will witness the 1958 World Championships under the guidance of the former World Championship racer.

For further information on the Benedikter Tour or other ski excursions, write or call: Westwood Travel, 1133 Glendon Ave., Los Angeles 24, California; GRanite 8-9823.

(advertisement)

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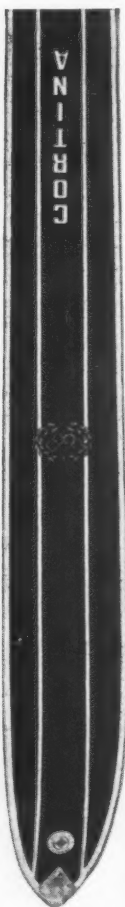
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OLYMPIC SKI. Fifteen-piece full length multi-laminated plastic, metal tip and tail protectors. Royal blue with white trim. 180 cm. to 215 cm. \$39.95



# PERSEENICO



CORTINA SKI. A fifteen-piece full length multi-laminated ski of exceptional quality. Metal tip and tail protectors, plastic base, interlocking steel edges. Bright red with white trim. 180 cm. to 215 cm. \$34.50

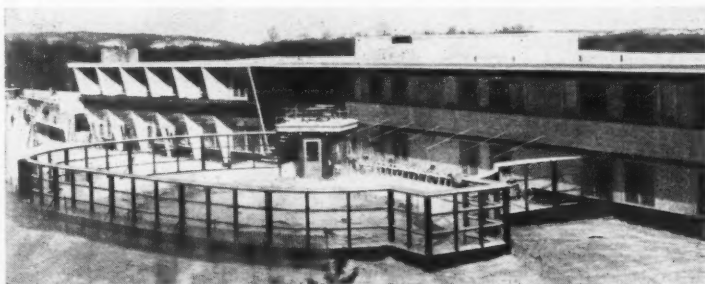
## HANOVER, N. H.

## SWIM

# while you

# SKI!

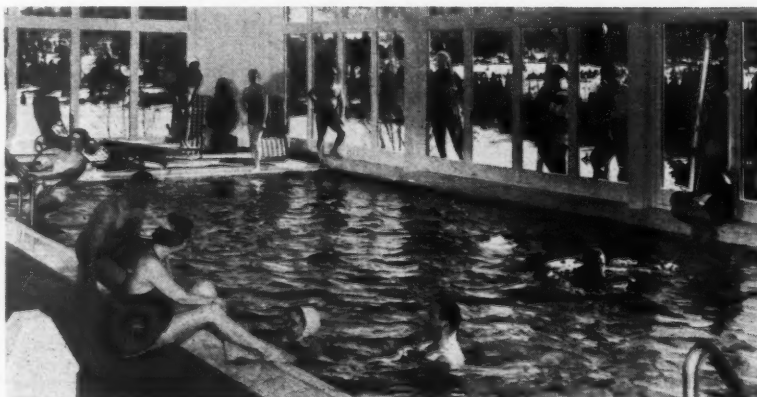
Skiers have found there's nothing like a warm-water swim to thaw the toes, relieve soreness and pamper weary bones



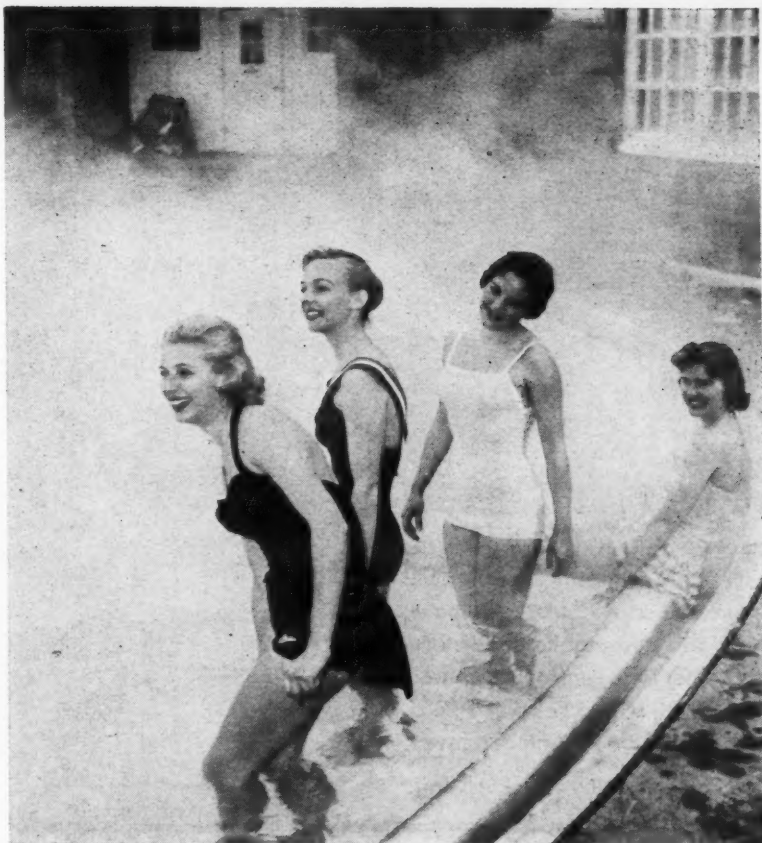
That's not ice in the Boyne Mt., Mich., pool, but plastic boards which retain heat while skiers are out on slopes



Skiers based at Reno ski at Reno Bowl, Squaw Valley, Sugar Bowl, Heavenly Valley and swim at Riverside

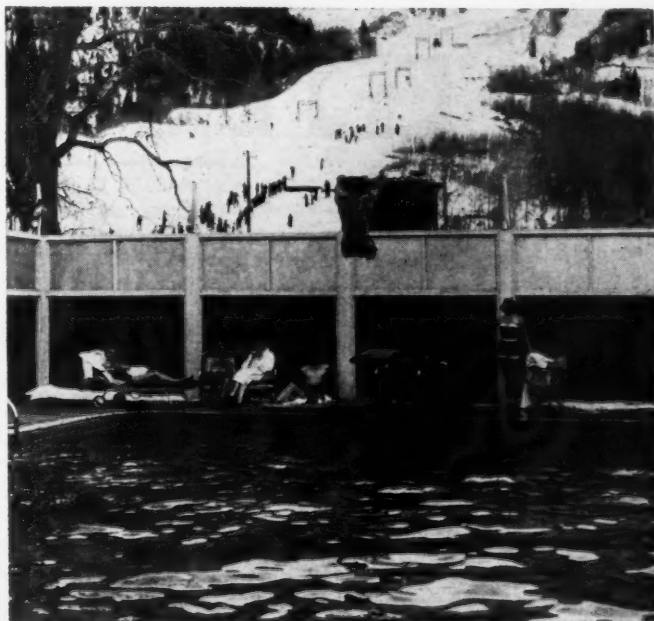


The Chantecler at Ste. Adele, P.Q., has an indoor pool—here eyed with eager anticipation by skiers on outside



Sun Valley's heated pools date back to 1936, when famed Union Pacific resort was built. These four young ladies are modeling Catalina bathing suits for Fox Movietone News

Aspen's pool is located conveniently at the foot of Aspen Mountain. Slope in back is Little Nell



SKI, DECEMBER, 1957

## DARTMOUTH SKIS

**KOMET SKI.** An exceptional ski for competition or recreational skiing. Multi-laminated pile construction. SK 7 mm edges, plastic top edges, plastic finish, plastic sides, plastic base, metal tip and tail protectors. 180 cm. to 215 cm. \$69.50

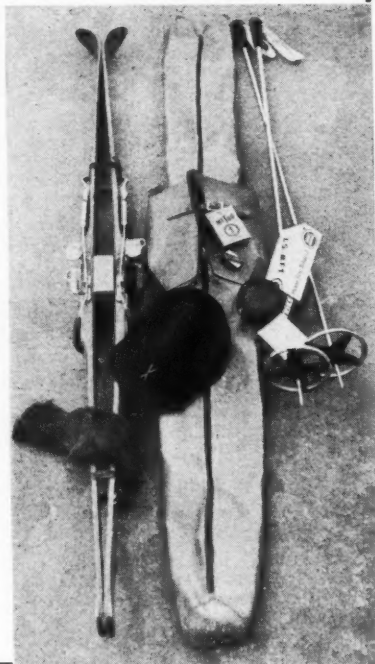
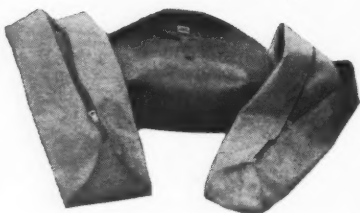
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## HANOVER, N. H.



***a dandy carry-all for skiers***



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Skiers who must travel long distances by plane, train, bus or car to participate in their sport will enjoy toting their equipment in a custom traveling bag which may be carried like a suitcase.

It protects your skis, your clothing and automobile upholstery. The one shown here was made of leather with reinforced center, and you can duplicate it for about \$15.00 with a cobbler's help.

Or you can buy a ready-made version in canvas.

—by Frankie Waits

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▲ Team uses GI bindings, adaptation of children's ski bindings, together with regulation combat boots, for cross-country



Each member of patrol fires eight rounds with his M1 ▲ at three firing ranges distributed along the course



A lieutenant leads his patrol through finish line, where weight of equipment will be ► rechecked. These photos were taken of entrants in All-Alaska ski-firing championship

## BIATHLON ... new Olympic event?

Biathlon, or "ski-firing" as the army calls it, is a combination cross-country skiing and rifle marksmanship competition. Several nations are interested in having such an event be part of the Winter Olympic Games. To troops stationed in Alaska and receiving winter combat training, ski-firing is nothing new.—by JOEL E. HORTON

lovely to look at...

delightful to ski!

## THE FRENCH ALPS

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**SKI** MAGAZINE

HANOVER, N.H.



## ONE FOR THE ROAD

Ski clubs perform a service when they remind members of the hazards of the road. Car mishaps are costly, and a word on prevention can save members the expense of remembering the hard way all they forgot about winter driving.

It goes without saying that battery, points, plugs and tires should be checked before going on your first trip. Snow tires are a must, yet you can always find one person at a ski area who thinks he can slip and slide to wherever he wants to go, even though others may have to be patient as they wait behind his poorly controlled car. If you're taking riders, you shouldn't undertake the responsibility unless there is plenty of tread on each tire. On western mountain passes, chains are often required by law.

You easily could run into a drop to twenty degrees below from a temperature of barely freezing the previous day. A can of dry gas in your gasoline tank before the freeze often will mean the difference between a fresh start in the morning or several hours lost while your car is towed to a garage. Putting a lighted electric light bulb under your car's hood, if you're under cover, is a New Englander's trick for keeping moisture and cold from the engine block. A head-bolt heater works even better. Switch from heavy oil to a 10-30 weight for faster starts in freezing temperature . . . and make the switch *before* you go into the cold country. Enough permanent anti-freeze for twenty below is essential. If in doubt, ask your garageman and tell him what temperatures you are likely to encounter.

As for driving the car, go easy your first trip out. If your car suddenly begins to skid on an icy road, steer in the same direction that the rear of the car is sliding—providing oncoming traffic and road conditions permit. Don't jam on the brakes or suddenly depress the clutch or accelerator. Better to stall the engine than have the car waltz all over the road.

—Thomas Hook

## Fighting Words:

**Do skiers have any more right to exploit our wilderness areas than picknickers, lumbermen or tourist traders?**

by HAL BURTON

THE FIRST impulse of any skier who comes face to face with Article XIV Section 1 of the Constitution of the State of New York ("by the Grace of God Free and Independent") is to recoil in horror. The second impulse is to say, "But this has got to be changed!" This attitude seems to be more widely held by skiers than any other group.

Article XIV Section 1, not to keep you in suspense, says that "the lands of the State, now or hereafter acquired, within the Adirondack and Catskill Parks, shall be forever wild. The timber thereon shall not be sold or cut; the lands shall not be sold, leased or exchanged."

This area, if you look too hastily at the map, includes virtually all the mountains that lend themselves to development by ski lift, either by reason of exposure or by reason of base and summit altitude.

More skiers have butted their heads against this granitic law than against any other in the whole United States, and almost all of them have retired frustrated. The exceptions have been those willing to undertake a long and painful campaign for a constitutional amendment, which in twenty years has resulted in permission from the voters to develop Whiteface and Gore Mountains in the Adirondacks (only Whiteface has so far been developed) and Belleayre Mountain in the Catskills.

Well, what's wrong with this arrangement? My good friend Sidney

# SKI North Conway

*In the Eastern Slope Region of New Hampshire*



The world's only SKIMOBILE at Cranmore Mountain



WHEN YOU SKI NORTH CONWAY, you are in the center of ski activities in New England. Cranmore Mountain, within five minutes' walk of the village, has held the fascination of skiers from the world over because of the infinite variety of slopes and trails. The Skimobile, a Pomalift, and a double chair lift are all at Cranmore Mountain where the whole family can ski and take lessons, too. Fine ski shops and excellent accommodations with evenings of fun will make your ski trip here a most happy vacation.

HANNES SCHNEIDER

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Cox, secretary of the Joint Legislative Committee on Winter Activities in New York State, wrote a provocative article (SKI, December 1956) contending that the Constitution ought to be changed permanently to permit the development of ski areas where needed, and the leasing of these areas to private individuals or corporations for operation.

This system of leases and permissions is permitted by the United States Forest Service, with the result that too much primal wilderness in New Hampshire (and shortly, it is to be regretted, in Vermont) has been ripped to shreds to provide more ski lifts than are needed, without any regard whatsoever for the effect on the scenery and with no consideration for those who simply love to walk the woods, or to fish and hunt under the agreeable delusion that they have penetrated the wilderness, à la Daniel Boone and Davy Crockett. I hope it never happens in New York State.

That skiing has a proper place in the Adirondack and Catskill forest preserves it would be hard for me to deny. As an active skier, I helped to develop a whole network of touring

and down-mountain trails (which have to be climbed, horrible to relate) in the wild and wonderful area surrounding Mt. Marcy, the state's highest and most remote summit. A little later, I assisted in the successful campaign for an amendment to put lifts on Whiteface; and I am a supporter of a campaign for lifts on Gore Mountain.

That skiers have an absolute right to go anywhere and to put lifts up any peak that suits their fancy I refuse to believe. This would put skiers in the same category with hogs—meaning those who would like to strip the timber from the state lands in the Adirondacks and Catskills regarding a small current profit as adequate reward for the destruction of fine and lovely forest country, either in existence or on the way as young trees grow up to cover burned or lumbered land dating from the era of unlimited private exploitation.

Skiing is only one of a number of outdoor sports that deserve a place—but do not deserve priority—in the Adirondacks and Catskills. Hiking, hunting, fishing, camping areas (and perhaps, in the future under state ownership, a limited

number of cabin colonies) all serve a vastly larger number of citizens. If the argument ever got down to the question of who uses the forest preserves the most, I think the skiers would be startled to discover that they occupy last place, even when using the New England states as a measuring stick.

In fact, the chief values of the Adirondack Park are abstract. This is an area that, by the very fact of existence, is virtually unique east of the Rockies. The state owns more than two million acres of wild land, as big a tract as Yellowstone Park, and all but a fraction of it is undeveloped beyond lean-tos, hiking trails, and necessary ranger cabins. It is wonderful to look at, and it is going to become more and more priceless as time goes on.

Judging from recent trips I have made to remote areas such as that surrounding Cascade Pass, in the Cascade Mountains National Forest, it will not be many years before the western mountains are more civilized than those bounded by North Creek, Lake Placid and Tupper Lake, N.Y.

To lease this land for private operation by ski developments might result

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in more efficient operation, and might conceivably produce a larger profit for the state—but there are sixteen million souls in New York, there is an annual budget verging on a billion dollars, and it is to be doubted that a few thousand dollars' extra income would make the venture worth the damage done. The value of the Adirondacks lies in their scenery and their wildness, neither of which is enhanced by the sight of too many steel towers marching up too many summits.

Beyond this, incalculable horizons loom. If state land is to be leased for skiing, certainly it must be leased for cabin colonies, for lumbering, for scenic highways, and for a variety of purposes whose total accomplishment would mean the end of the wilderness. Once the constitution is breached, however desirable the immediate end, public pressure would lead to new roads through the most remote mountain passes, a bisecting of the park—and the end of the Adirondacks as we know them.

This does not in any sense mean that skiing development in the Adirondacks has gone as far as it should go. It does mean that we should never

in the Adirondacks have as many ski areas as in Vermont or New Hampshire, though each area ought to be a veritable mammoth. (Whiteface is fully developed, and if the demand requires it, can support half a dozen chair lifts, each one as large as the Mt. Mansfield lift. Gore has space for three. Even Belleayre, crowded as it is, can support one more lift.)

It is in my opinion, desirable to have at least one more major ski lift center in the northern Adirondacks, though outside the so-called high peak wilderness centering around Marcy. (This might be on MacKenzie Mountain, near Saranac Lake, or it might be on the Sentinel Mountain Range, across the highway from Whiteface.) It would be desirable to have a bigger ski mountain in the area of Speculator. In the western Adirondacks, the "big" mountains are privately owned.

In fact, if private individuals or syndicates, such as the one that built the Mt. Mansfield lift, would explore private holdings in the Adirondacks, they could come up with six to ten mountains having a base elevation of 1,800 feet, offering a vertical rise

from 1,500 to 2,000 feet. For the benefit of those who think the State of New York should do it all, I offer the following privately-owned mountains meeting the specifications outlined above: Blue Mountain (Blue Mountain Lake); Boreas (Elk Lake); Hoffman (Schroon Lake); Adams (Tahawus); North River (Tahawus); and (a little undersize) Dug Mountain (Speculator.) There are many with a thousand feet or greater rise.

The State of New York is not operating ski areas by choice. It is operating them because in certain areas no private land is available. This is particularly true around Belleayre, Gore and Whiteface Mountains.

A balanced viewpoint is called for on this question of skiing on park lands. Skiing is a sport that deserves a prominent place on such lands, but it does not deserve the premier place. And I am frank to say that until you have climbed a few frosty mountain peaks under your own power, or have walked through stands of spruce where man is a small creature in a great setting, you cannot appreciate what wilderness means. We have it in New York State. We ought to keep it.

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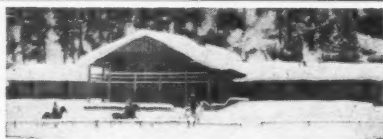
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# The Camp Fortune Story

by BERNIE NELLIS

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Ottawa, Ont., the capital city of Canada, has no mountains of any size. The area does have lots of snow, and a ski-crazy population of 300,000—but this does not explain why Ottawa has produced more champion skiers than any other place in Canada.

The Ottawa Ski Club, with over 4,000 members, is one of the world's largest. It is just two years short of celebrating its golden anniversary, and in all the decades of its existence the club has worked toward two primary goals: to provide adequate skiing facilities for the people of Ottawa, and to encourage this healthful outdoor activity among the children of the city. In both, it has succeeded remarkably well.

The club owns 400 acres of land in the midst of nearby Gatineau Park, and all facilities except tows are owned and operated by the club on a non-profit basis—miles of touring and

## NOTICE

Statement of Ownership, Management, etc., required by the Act of Congress of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 of SKI published October 1, November 1, December 1, January 1, February 1, and March 1 at Hanover, N. H., for October 1, 1957.

1. The names and addresses of the publisher, editor, managing editor and business manager are: Editor and Publisher, W. T. Eldred, Hanover, N. H., Managing Editor, F. Springer-Miller, Lyme, N. H., and Business Manager, T. Coular, Hartford, Vt.

2. That the owner is: Ski Publications, Inc., Hanover, N. H., W. T. Eldred, Hanover, N. H., K. C. Eldred, Hanover, N. H.

3. That the known bondholder, mortgagees and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

(signed) W. T. Eldred

Sworn to and subscribed before me this 26th day of September, 1957. Laura Evans

My commission expires July 15, 1959.

SKI, DECEMBER, 1957

**The Ottawa Ski Club proves you don't need big mountains to produce champion skiers and make skiing a popular winter activity for all**

downhill skiing trails, three ski jumps graduated in size from twenty to sixty meters, and four lodges including the big one built last year. The new lodge has a ski shop, repair and rental shop, storage room, cafeteria and rest rooms.

John Clifford, who operates the seven rope tows and T-bar on a concession basis, was himself one of the hotshot skiers to be developed at Ottawa. Others were his brother Harvey, John Fripp, Bruce and Eugene Heggteit and little Anne Heggteit, and the Tommy brothers, Art and Andy. For many years Clifford has taken a strong interest in junior skiing, and last year a new slope was opened exclusively for the use of juniors and midgets. In the past three years, the number of junior club members has more than tripled and now totals over 1,000.

Interest in recreational skiing for older people is increasing, too. Last year a baby-sitting service permitted many mothers to go skiing regularly for the first time.

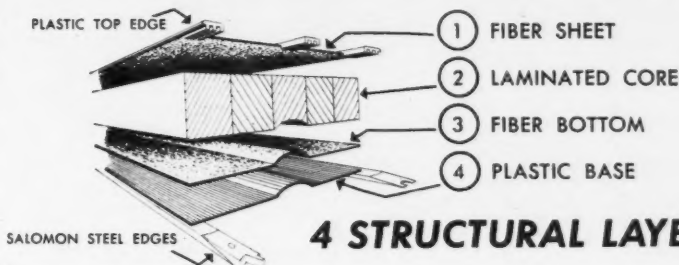
Camp Fortune, as the Ottawa Ski Club's area is called, has no runs with a vertical drop over 800 feet, and the most-used hills are much smaller than that. But it has produced more good skiers, and more fun for not-so-good skiers, than many a big lift area.

#### SNOWS OF KIBO

Skiing is possible but not particularly pleasant on the equatorial yet eternal snows of Kibo, the 19,340-foot summit of Kilimanjaro in Tanganyika, Africa. An article in the German *SKI* reports that skiers who tried it found the snow too crusty and the air too thin for comfort. Last year no less than ninety-nine climbing expeditions were organized from the nearby Kibo-Hotel, but nobody went skiing. A five-day "package" safari with guide and four bearers costs about \$100.00 for one person.

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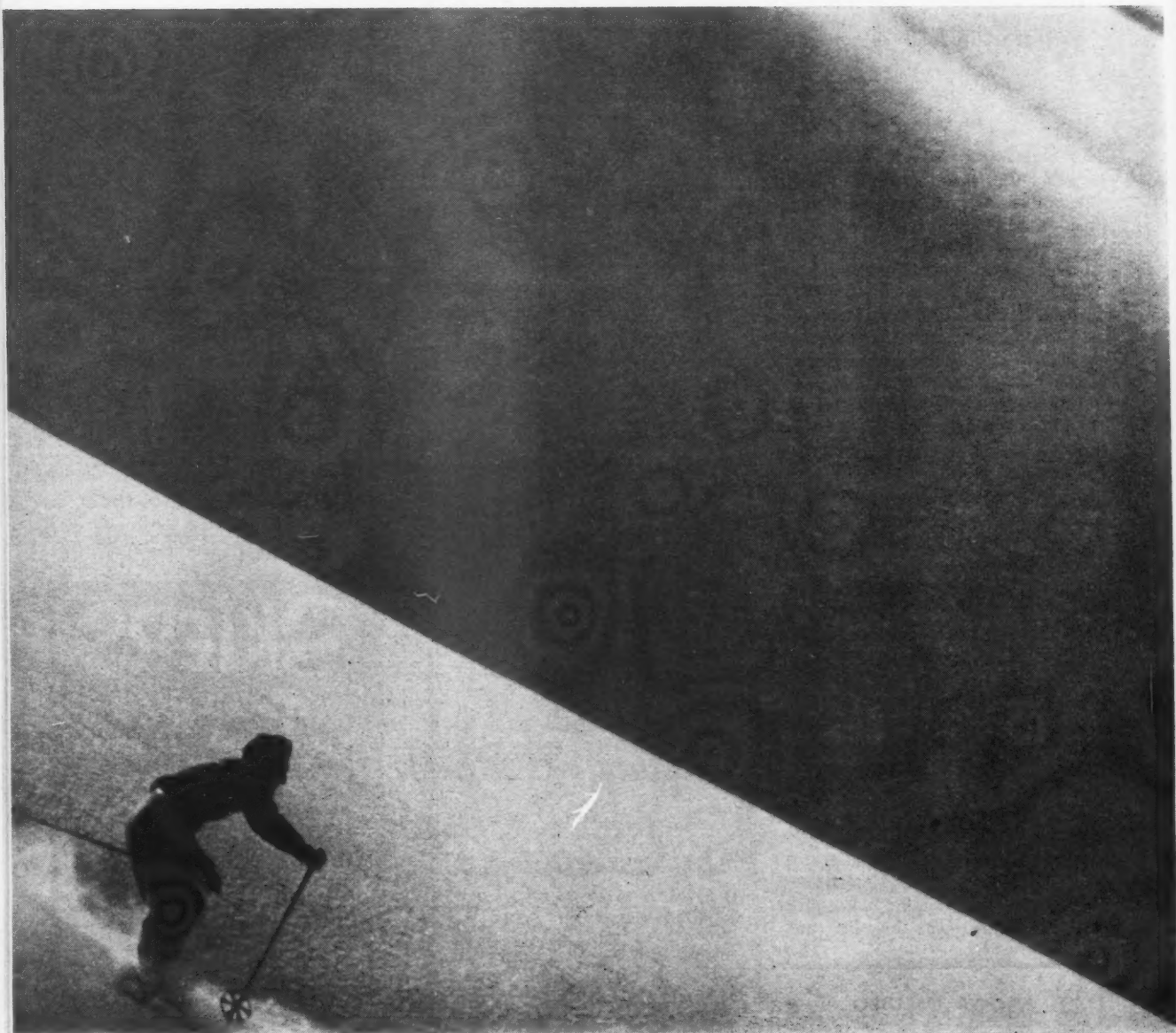
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# Sea of White



As you go north in the Rocky Mountains, the timber line drops, to the point where a skier above 7,000 feet altitude finds himself floating in a sea of white.

In the Canadian Rockies of Alberta, most of the "civilized" skiing centers about the city of Banff, with its chair lift area, Lake Louise and Jasper.

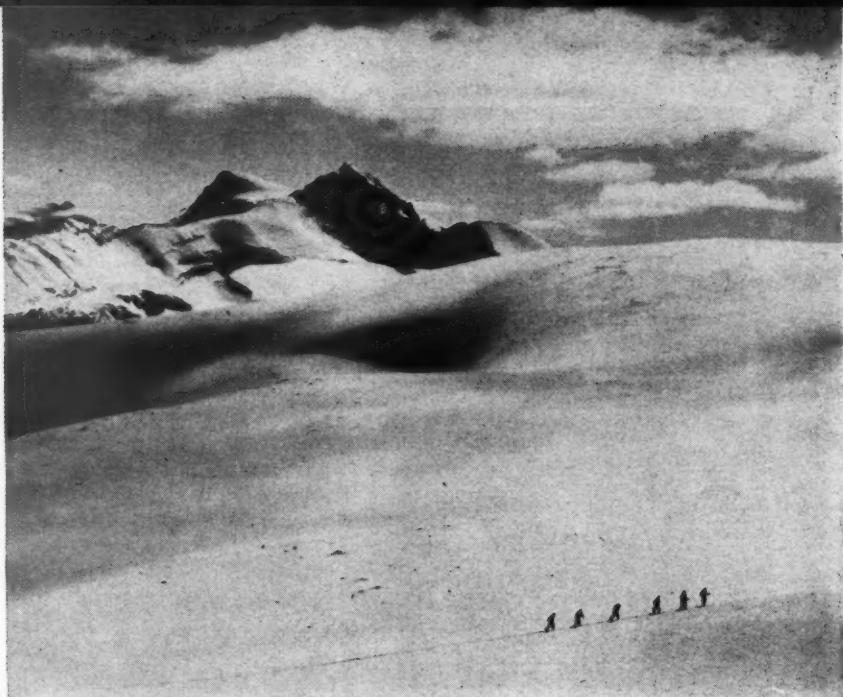
The magnificent high country is visited, usually on guided tours, by a few dedicated individuals. On the heels of the announcement that Erling Strom's Assiniboine Lodge would henceforth be closed in winter came news that three luxury gondola lifts may be built in the region—opening up a paradise ►



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# Sea of White

The Rocky Mountains  
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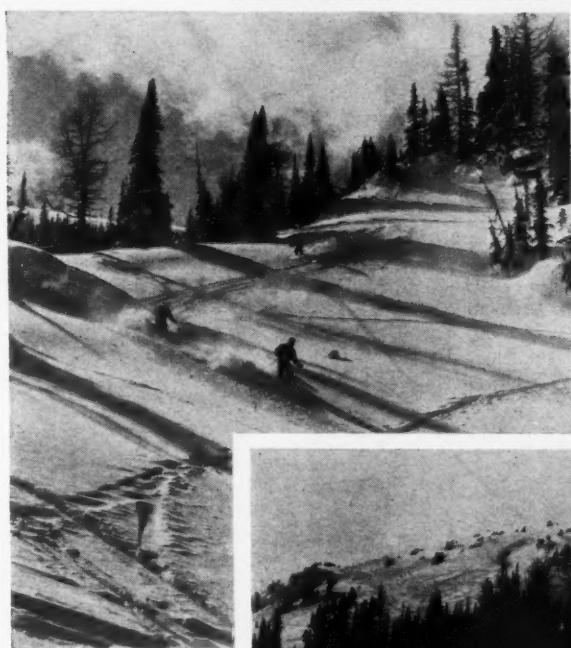
Group of skiers is dwarfed ▲  
by enormous expanse of Bald Hills  
near Maligne Lake, favorite touring  
grounds in Jasper National Park



◀ Classic photograph shows powder  
skiing under massif of Mt. Assiniboine.  
Beloved of mountaineers as well as skiers,  
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beautiful mountains in North America



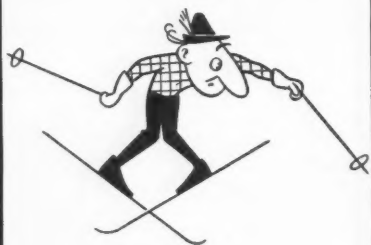
Guided tour makes a halt at head of ▲  
Trapper Valley before downhill run,  
part of three-day excursion which  
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◀ On last leg of three-mile descent,  
skiers swoosh over powder slopes  
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# Papoose

**E**ACH YEAR at the Sun Valley Ski Club race, some of the prettiest girls and the best skiers turn up for the race wearing dolls strapped to their backs, papoose fashion. These are members of the Papoose Mothers' Club, a lively organization in Ketchum, one mile from Sun Valley, where most of the young married ski instructors and employees live.

These young families live an informal life full of fun and skiing. Children are traded about with good-natured ease. One mother takes care of a flock of six babies of pre-kindergarten age so that two other mothers may ski. Hers are parked with one of these mothers next day so that she

also may have some time on the mountains. The assumption that skiing time is a necessity is never questioned.

To help the children of non-skiing as well as skiing parents learn the sport, the Papoose Club maintains a rope tow on the Kinderhorn. This little mountain is near enough to the village school for the children to ski there during the noon hour and during physical education periods. Sun Valley ski instructors and the best skiers among the mothers teach there every Sunday.

Sunday is also father's day with the tiny children. By noon the lower slopes of Dollar Mountain at Sun Val-



# Race

They are crowded with fathers giving the little tykes their first taste of skiing, while the mothers have a few well-earned runs down the mountain. Since it is a treat for the children to have this playtime with their paternal parents they behave well and make much faster strides in skiing than when taught by their mothers.

Sun Valley parents know better than to force their children into skiing or any other sport. If one of the little fellows prefers to ride in a papoose pack on his father's back rather than to stay on his own little boards, he gets a ride that way.

more photos ►

SKI, DECEMBER, 1957

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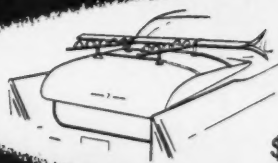


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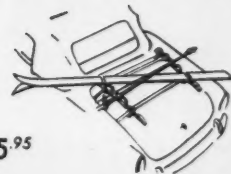
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Montreal

## Papoose Race continued



Ready at start  
are mothers who  
determined to race  
with babies on back  
if necessary



Papoose mother  
Mary Lou  
Simpson crosses  
finish, where  
small fry  
form cheering  
section



Bona fide  
papoose, Mark  
Pentheny, gets  
ride from  
ski instructor  
father . . . THE END



"I took up skiing relatively late in life. Luckily a friend told me about Cubco, and I have enjoyed worry-free sport since."



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"As an engineer, I can testify that the Cubco binding constitutes a brilliant solution to the problems involved in designing a release binding."



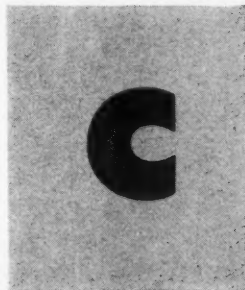
"Daddy says he'll put me on Cubcos when I grow up. It's the safest binding for children, because it can be readily adjusted to suit any skier."

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CAN'T AFFORD TO  
GET HURT USE  
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**U**

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**B**

**C**

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**O**

# Knit Your Own Ski Sweater

ONE WAY to get exactly what you want in a ski sweater is to knit your own—a relaxing after-skiing pastime, incidentally. Or, male schussboomers, you can persuade your favorite female to knit it for you. The styles illustrated on these pages are taken from the Bernat Handicrafter No. 53 book of ski fashions, which contains complete directions for knitting thirty-five different styles of sweaters. You can obtain a copy by sending \$.75 cents in stamps or coin (\$1.00 for Canada) to Bernat Yarns, Dept. S, Jamaica Plain 30, Boston, Mass. Meantime SKI gives you complete directions for making a lovely turtleneck pullover (opposite page). Bernat yarns are obtainable everywhere. Other good sources for special yarns that shed water are the Yarn Barn, Box 142, Hudson Falls, N.Y., and Peter J. Kuster Co., Maritime Building, Seattle 4, Wash. Good knitting!

Style No. 538



Styles Nos. 5866 and 4277



# COMPLETE DIRECTIONS

These directions are for size 12. Changes for sizes 14 and 16 are in parentheses.

## MATERIALS

BERNAT Nylo Germantown (2 oz. skeins) — 8(9-9) Main Color (M C); 2 Contrasting Color (C C)

1 pair each straight knitting needles Nos. 4 and 8 OR ANY SIZE NEEDLES WHICH WILL GIVE THE STITCH GAUGE GIVEN BELOW

1 set d p needles No. 8

**GAUGE:** 5 sts = 1 inch 7 rows = 1 inch

**BACK:** Using No. 4 needles and M C, cast on 86(92-96) sts. K 2, P 2 in ribbing for 3½ inches, inc 1 st at end of last row. Change to No. 8 straight needles and work even in stockinette st on 87(93-97) sts until piece measures 13(13-13½) inches. **SHAPE ARMHOLES:** At the beg of each of the next 2 rows bind off 2(3-3) sts. Work even on 83(87-91) sts until armholes measure 3(3¼-3½) inches, ending with a P row. **YOKE:** Join C C and, following chart, work design in stockinette st until chart is completed. Break off M C. On the next row using C C, P 1, K 1 in ribbing, inc 1 st in last st — 84(88-92) sts. Break off yarn. Put sts on a holder.

**FRONT:** Work to correspond to back. Do not break yarn. **SHOULDERS:** Put the 84(88-92) sts of front onto one d p needle, divide the 84(88-92) sts of back on two d p needles and work round and round as follows: Round 1: On first needle P 1, K 1, P 1, sl 1, K 1, psso, \* K 1, P 1, repeat from \* to last 2 sts on needle, K 2 tog; on second needle P 1, K 1, P 1, sl 1, K 1, psso, \*\* K 1, P 1, repeat from \*\* to last 2 sts of third needle, K 2 tog. Round 2: P 1, K 1, P 1, sl 1, K 1, psso, \* P 1, K 1, repeat from \* to last 2 sts of first needle, K 2 tog; on second needle P 1, K 1, P 1, sl 1, K 1, psso, \*\* P 1, K 1, repeat from \*\* to last 2 sts of third needle, K 2 tog. Continue in this manner to dec 4 sts EVERY ROUND 14(15-16) times more. **COLLAR:** Work even in ribbing on 100(104-108) sts for 15 rounds more. Break off C C. Join M C and work even in ribbing for 10 inches. Bind off loosely in ribbing.



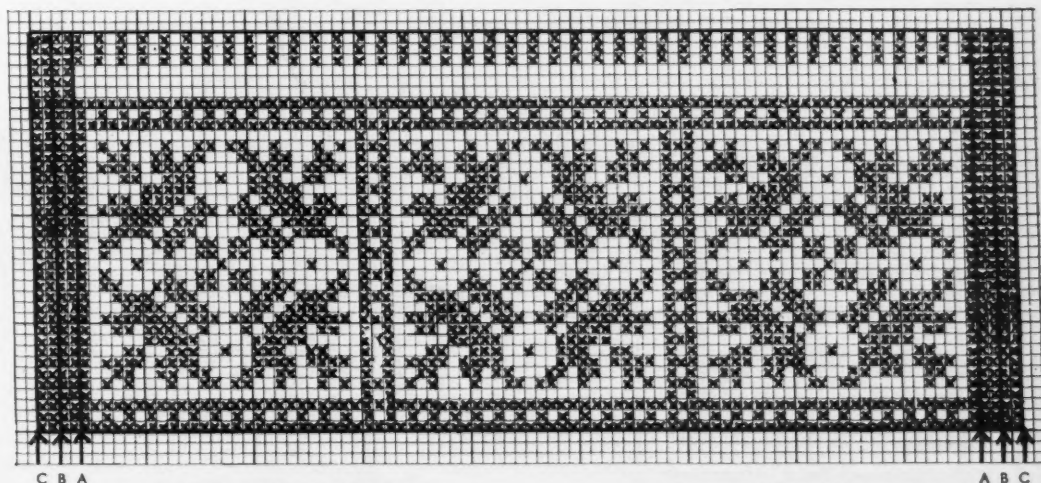
Style No. 510

**SLEEVES:** Using No. 8 straight needles and C C, with right side facing you, pick up 88(92-94) sts around armhole. P 1 row, K 1 row, P 1 row. Join M C and work as follows: Row 1: \* K 1 C C, K 1 M C, repeat from \* across row. Row 2: \* P 1 M C, P 1 C, C, repeat from \* across row. Row 3: Repeat Row 1. Break off C C and continue in M C stockinette st, dec 1 st each end of needle every 1 inch 14(15-15) times. Work even on 60(62-64) sts until sleeve measures 17(17-17½) inches, ending with a K row. P the next row, dec at even intervals to 48(52-52) sts. Change to No. 4 needles and K 2, P 2 in ribbing until sleeve measures 21(21-21½) inches. Bind off in ribbing.

**FINISHING:** Sew underarm and sleeve seams. Block to size. Roll down collar to desired depth or use as hood as shown in photograph.

## KEY TO COLORS

□ = MC  
X = CC



**DIRECTIONS ON USE OF CHART**  
For size 12, repeat between A's

For size 14, repeat between B's  
For size 16, repeat between C's

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# Northernmost Ski Club

Skiing transforms winter north of the Arctic Circle

by LOUISE W. MURPHY

IN THE Canadian Yukon Territory, sixty miles above the Arctic Circle, lies the small settlement of Old Crow. This inconspicuous village of 170 Indians, half-breeds and seven whites has the distinction of having the northernmost ski club in the world—unless that is in Siberia someplace.

When a skiing priest, Father J. M. Mouchet, arrived at Old Crow as a missionary, it was as if he had providentially been sent from heaven. Prior to his coming, the elders of the village had voted to introduce skiing as a sport. They had arrived at this momentous decision in the belief that skiing would be a means of giving the younger people of Old Crow an activity that would absorb their interest, keep them out of trouble and in a sense enable them to "go modern." The population of Old Crow for a long time had been increasing so rapidly, owing to the protective wonders of twentieth century medicine and science, that it had become necessary to provide activities for the restless younger generation. Skiing seemed to be the ideal choice, since for seven

long months the village was buried under a great white blanket.

Father Mouchet's arrival was perfectly timed. He was given the task of studying climatic conditions in order to determine if skiing would be a practical undertaking. There were some dissenters, but the majority of the villagers were excited and hopeful about the possibility of skiing at Old Crow. When the good priest announced his findings, young and old went wild with enthusiasm. Conditions, he said, were almost perfect: an abundance of slopes; temperatures severe only for short spells; snow was more than adequate. Immediately plans to organize a ski club were formed. A constitution was drafted, a meeting was held, and officers were elected. Indian, half-breed, white man—all listened eagerly as each proposal was announced in English and the Loucheux language. P. A. Robin was elected the first president on November 9, 1955, the day the Old Crow Ski Club was born.

After the initial excitement died down somewhat, a troublesome fact



came to light. Old Crow had a ski club, but nobody in Old Crow owned a pair of skis!

Immediately the club went into action. Josephine Netro, club secretary, sent out letters of appeal. Back came \$295.00 in donations. Her father, Joe Netro, solicited contributions from within the village. When Calgary Ski Club members heard of Old Crow's need, they donated twelve pairs of used skis and several bindings.

Far north transportation has its shortcomings. The skis were air-freighted to the nearest delivery point, Dawson, 300 miles to the south. Fortunately a private concern volunteered to fly the equipment 100 miles closer. Then two villagers set out with dog teams to complete the delivery.

Excitement was feverishly high within the settlement. When the men returned five days later, they were greeted with an ovation.

Old Crow Ski Club was well on its way. During two days in July—a horribly mosquito-infested month—the incredible job of clearing two 1,500-foot trails was undertaken. An almost 100 per cent participation of the villagers made this accomplishment possible. The old and young bent their backs and swung their axes; they felled trees, uprooted shrubs and rolled away rocks and boulders. The slopes were groomed for winter's first snow.

Next, Father Mouchet, assisted by the Rev. F. F. Wheeler, teacher in the Indian Day School and ski club treasurer, set up a course in ski instruction. Unlike most skiers today, the people of Old Crow had no need of physical conditioning. But here they mastered the important fundamentals.

Now in that vast sprawl of land where snow was once dreaded, the members of the Old Crow Ski Club search gray skies for the first white flakes—knowing their winters will no longer be long, dreary and uneventful. Skiing has actually rejuvenated and united these remote people with an interest that can be shared with others around the world.

It is the club's objective to supply the forty-odd school children within the community with complete ski outfits. So far half these children are equipped to ski. The members will continue their drive for more funds and equipment until all the children are properly clothed.

SKI, DECEMBER, 1957

## COMET-AUTOMATIC

by **ECKEL**



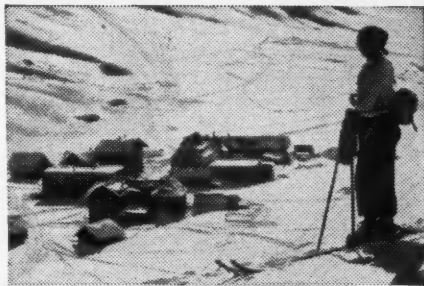
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Don't worry about what to give that skiing spouse of yours for Christmas. We know just the thing. All you need is about \$1,200.00 for the equivalent of a free lift pass on every mountain in North America (if they don't kick you off the hill, that is). The thing is a Roto Sno Climber, made by Roto Sleigh Corp., 3200 Airport Ave., Santa Monica, Calif. Start up the motor and it runs up the hill while you hang on behind. Then you ski down. Who takes the Sno Climber down? Hubby, of course.

Maybe you like the idea. If not, maybe your ski club or pet ski area will be interested. Of course, it is possible to find items less expensive than a Sno Climber that will none the less delight your favorite skier. Or even non-skier. For example, O'Donnell Industries, Broadmeadow Rd., Marlboro, Mass., has a dandy sled he can ride downhill, if not uphill—complete with steering wheel



for \$12.50. Wonderful for the kids. And there are other ways out. Cameras make excellent presents for skiers, and short of the cameras themselves, you can give accessories—filters, finders and such. Or how about a Ski Pod, an attachment which converts your ski pole into a "unipod" for movie cameras? Wide-awake ski shops like Stover's (901 Main St., Bay City, Mich.) and Campion's (Hanover, N.H.) have snapped up this item; if your dealer doesn't carry the Ski Pod, write Specialty Importers, 242 Fourth Ave., New York City. A special problem of skiers is keeping warm in the deep-freeze months of January and February. One method of insulating yourself against the weather is described on pages 30-31 of this issue, and we can think of few more welcome presents than a bottle of Myers' rum with which to prepare delicious hot drinks or spike strong tea. That doesn't work, a Jone-e warmer will. This looks like a long-size cigarette lighter, and actually works as one, too, except that it stays lit in your pocket and emits even warmth where you need it. Sells for \$3.95 (giant model, \$4.95) at most any ski shop, or write Aladdin Laboratories, Dept. SM2, 680 S. Eighth St., Minneapolis, Minn. Only shortcoming the Jone-e is, it won't warm your feet—not while they're encased in ski boots. But nice woolly socks will. Some of the best we've seen come from Lillywhites of Piccadilly Circus, London, England's finest sporting goods store. They're hand-knit, cost \$2.35 a pair—and overseas mail orders are really quite simple and speedy these days. Gjestebys knee socks for ladies (\$8.50) and children (\$6.50) are durable enough to double as slipper socks, attractive enough to wear on, all but the most formal after-ski occasions. We put the picture high up on the page to keep artist Cobelle's green ink from printing all over it. Order from Gjestebys at 26 Garden Lane, Waltham 2, Mass. All the good ski socks aren't imported, of

# Christmas!

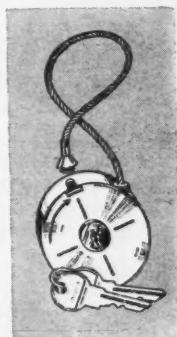
course, and among the best you can buy at most any ski shop are the nylon-reinforced socks by Wigwam Mills of Sheboygan, Wis. You can walk around in them bootless for a long time before holes appear. Socks are not an adequate substitute for after-ski boots—and here is a real opportunity for imaginative gifting, if you know the beneficiary's approximate size. These range from the classic Novella shoes, made by the Henke ski boot people, to fashion-wise Alaskans by Kickerinos, available in a great variety of styles, or the Norwegian sealskin ones imported by Anglo-Scandinavian Co. and Le Trappeur and sold by many shops at \$13.95. It's not easy to find good after-ski boots for under ten dollars, and Stevens of Worcester, Mass. (42 Foster St.), gives lots of value for \$9.75. Stevens welcomes mail orders for the insulated, lace-up Sunset boots with crepe soles, at this attractive price. Among more luxurious after-ski boots, we like James Champion's Zürich model in black with red and grey trim, embroidered with coats-of-arms of Swiss ski resorts, at \$21.50; order direct from him at Hanover, N.H. How about an English footwarmer, the ideal way to keep your favorite back-seat driver comfortable and happy on those long trips to ski areas? It's a fleecy muff to put both feet into, shoes and all, available at \$7.95 from North Shore Enterprises, 16 Mt. Vernon St., Melrose 76, Mass. Among more "gift-y" items is Round the World Imports' miniature ski boot and ski, which has a binding that actually opens and closes.



Our illustration barely suggests the detailed work Austrian craftsmen have put into the boot, which can be used as a matchholder, etc. Price is \$3.95 postpaid; address, Dept. SL, 5127 Farrar St., Seattle 8, Wash. Children especially like Sno Bunny, the fourteen-inch-high plush bunny who's all set for the slopes with skis and poles and a red jumper. You get this little fellow from the Sno Bunny Co., 90 Center St., Glenbrook, Conn., \$4.95 for one, \$8.50 for two. Ski jewelry is no longer confined to souvenir pins: Round the World Imports, for example, has some nice things, and we particularly like the Ullr jewelry obtainable from Georges Legras & Co., Delger Bldg., 1005 Market St., San Francisco 3, Calif. The Ullr tie clasp is \$1.95, the cuff links (illustrated) are \$4.95. For pin collectors and others who look their ski-resort best in a Tyrolean hat we recommend the jaunty, elegant Ski-Trailer (\$5.95 and up) by R. P. Snell, 637 Broadway, New York 12, N.Y. Ski hardware is a subject on which we are all terribly opinionated, and we can hardly recommend that you give a skier bindings, ski poles, skis



and such unless you are quite sure what his preferences are. Yet there are some things all skiers will appreciate—an extra pair of goggles, for example. The Softsides goggle by Bouton, of flexible vinyl with interchangeable lenses, is an excellent choice at \$2.25. Another fine goggle is the imported Meiss at \$3.95, which comes with four lenses in a zipper case. As a companion gift you might consider a \$1.00 plastic case of three See-Clear imported optical cloths for cleaning and fog prevention, available from Omega Instrument Co., 40 West 55th St., New York 19, N.Y. 'Tis an un-Christmasy thought, but that nefarious criminal, the ski thief, will be busy over the holidays. The sure way to forestall his depredations is to lock up your skis with a Gossner Lock, a pocket-size key lock which ties your skis to anything with thirty inches of steel cable that pulls out like a measuring tape. Price is only \$3.95, from Gossner Lock Co., Merchandise Mart, San Francisco, Calif. Designed for carrying skis like a suitcase, the Ski Höndel is a virtually weightless gadget of aluminum, plastic and rubber. To get yours, send \$2.95 to Ski Handle Mfg. Co., 110 Englewood, Detroit 2, Mich. For carrying ski boots conveniently, as well as keeping them in good shape, an outside boot tree is the thing. Nationwide best-seller is Barrecrafters' Thriftee at \$3.95, and practically all ski shops carry it. A versatile present, because it adjusts to any size boot and every skier can use one. Ski racks are also a natural. For instance, there's the new one by A & T with special gutter clamps that make suction cups—and damage to the car-top finish—completely unnecessary. It costs \$15.95 at ski shops. Another idea is the ski edge repair kit made by Moody Machine Products Co., Inc., 9 Culver St., Providence 5, R.I. The Ski-Driver Set, complete with wood plugs and screws, has no sharp edges and is carried easily as a pocketknife. To wind up on a partying note, we suggest cocktail napkins and old-fashioned glasses decorated with ski cartoons by Ashby. \$1.25 for forty napkins, \$12.50 for a dozen glasses, from Span Instruments, Inc., 2360 Sheffield Drive, Kalamazoo, Mich. When these napkins and glasses are being used as intended is a good time to bring out the Bongo Board, the balancing game which on more sober occasions acts as a pre-season conditioner for those ski muscles. Adult size is \$14.95, teenage size \$5.95, from Bongo Corp., 545 Fifth Ave., New York, N.Y. When you're entertaining skiers is also a good time to serve cheese, and for this purpose we recommend the Tyrolean-style cutting board available from Gilead Crafts, Randolph, Vt. Offered in three sizes, the free-form board consists of handle and cutting surface and comes complete with a high-carbon steel knife with polished black walnut handle held by a small magnet built into the board. The medium size, 8½" x 14", costs \$7.95 ppd, gift-packed.



—Kristie Kringle

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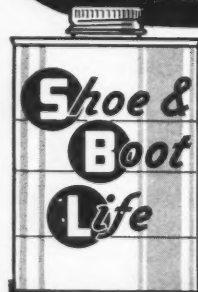
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# Books on skiing

**SKI ABC, The Modern Technique**, by Georges Joubert and Jean Vuarnet. 143 pages, with 16 pages of photographs and numerous drawings. Editions Bressanes, \$3.95 (available from Ralph Miller, Hanover, N. H.).

"After the war a new generation of champions arose. As the competition became more and more severe they slowly formed and perfected a new technique. It is essential to realize that this was not the technique of one champion or one country, but rather the fruit of the intensive training of an international elite: among whom are H. Oreiller (France), G. Schneider (Switzerland), A. Spiess (Austria), S. Erickson (Norway), and C. Pravda (Austria)." Thus Emile Allais in his preface to *SKI ABC*.

Georges Joubert, graduate student of physiology and ski coach at Grenoble University in France, and Jean Vuarnet, France national alpine champion, have combined their talents in presenting a method by which the beginner may learn the new technique Emile Allais speaks of.

When the original Joubert-Vuarnet technique study, *SKI 1957*, was published in France last year, it aroused considerable interest and controversy in the ski world. "Can ski technique," skiers asked, "really be as complicated as all that?" In asking this question, they lacked proper perspective on the book. The object of *SKI 1957* was to analyze modern ski technique scientifically, with all its physiological implications. It was the result of good skiers asking themselves, "Just exactly what are we doing when we ski slalom or downhill?" Since the book was not intended primarily to teach others, but to describe the new technique accurately and in detail, it was not an easy book to read. New terms had to be invented to describe new ideas, and new ideas were originated to explain new technical phenomena.

While retaining the new vocabulary and point of view of the earlier book, *SKI 1957* is the authors' answer to those who offered criticism on grounds of complexity or obtuseness. It is designed to be easily understood by beginning and experienced skiers alike. Readers who recall the extracts from *SKI 1957* published in *SKI* last season



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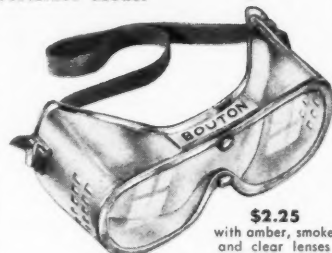
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will find the new book lucid by comparison. It may be that widespread, prolonged and at times heated discussion of the earlier book may have helped the authors to restate their theories with greater clarity.

In any case *SKI ABC* is an extremely helpful book, and American readers will be grateful that it is available in an English edition. Its chapters cover equipment, pre-season training and other topics oftentimes glossed over. Chapter Three gets down to business with "technical generalities on the modern method," and Chapter Four discusses differences between this method and the present-day system of the Austrian ski schools.

An intriguing series of chapters making up the bulk of the book is concerned with actual instruction in the new technique. There are series of exercises for beginning, intermediate and advanced skiers, and—in contrast to other how-to-ski books—the exercises are so arranged that the quick-to-learn may take one path, and the awkward neophyte another, yet arrive at exactly the same result. The talented skier wastes no time in learning; the tyro is not pushed too fast.

—William Beck

The Winter Book of Switzerland, edited by Doré Ogrizek and J. G. Rufenacht. 383 pages, color illustrations. McGraw-Hill, \$3.00.

Undoubtedly the most attractive guide for skiers who want essential information on resorts and facilities in Switzerland without plowing through columns of statistics and hotel listings. The text succeeds in being charming and humorous as well as informative, and the illustrations are delightful. Our one regret: the book is three years out of date on lift information, failing to mention even the most important new facilities at Klosters, Davos, St. Moritz, Zermatt, Wengen, etc.

—BS

### Upcoming Books

Looking ahead to next fall, we foresee the appearance of several important books on skiing. A.S. Barnes & Co. is planning to bring out Roland Palmedo's translation of the official Austrian teachers' manual with its marvelous photographs, a new book on Switzerland, and the *SKI Encyclopedia*—a comprehensive work on all phases of skiing and companion volume to the firm's *Encyclopedia of Sports*.

—FS-M

SKI, DECEMBER, 1957

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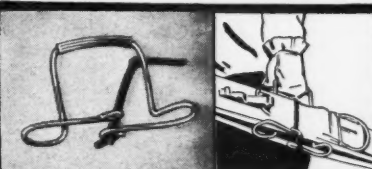
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School's director John Holden, here shown teaching a class of pupils, is certified as an instructor by the U.S. Eastern Amateur Ski Association

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Colorado Rocky Mountain School in Carbondale combines outdoor living with modern scholarship

HOW MANY skiing families have wished that summer vacation came in winter? Or that winter holidays coincided with the best snow conditions—or with ski-week rates at their favorite resort? One solution has been to pack the kids off to a school where they can ski as well as learn. If your children love to ski, they would enjoy the coeducational Rocky Mountain School at Carbondale, Colo. This school is rapidly becoming known for its combined program of studying and skiing. The location is ideal for such a school, only thirty miles from Aspen, at the base of 13,000 foot Mt. Supris.



Top competitive skier to attend Rocky Mt. was Tony Perry of Stowe, here training for International downhill

Here, almost every student is a skier. The school maintains its own slopes, which include a beginners' hill, two downhill trails, a twenty-meter jump, and cross-country trails. And it is planned to increase these facilities.

Rocky Mountain is not an experiment in education. The ideas which form the school's entire program were brought to Carbondale by Mr. and Mrs. John Holden from the coeducational Putney School in Vermont, with which they were formerly associated. The Holdens believe it is to the students' advantage to share in house-keeping chores. Such participation helps build character. Many of the buildings were erected with the aid of the students, and they work continuously to improve their own ski trails.

Students come to Carbondale from a wide variety of backgrounds. Among skiing parents who have sent their children to this relatively new kind of school are Parker Perry, host at Green Mountain Inn, Stowe, Vt., and Bonnie Prudden Hirshland, director of the Institute for Physical Fitness, White Plains, N. Y. Another sort of Rocky Mountain parent is Mortimore "Great Books" Adler, author of the ponderous *Syntopicon* of world literature.

The busy academic day begins at 6:30 a.m., an hour that would make many a youngster yawn and complain, but not these hearty skiers at Rocky Mountain. They can hardly wait to feel snow under their feet.

The Holdens have carefully fitted skiing into the school's curriculum. The ski program is planned with the thoroughness of a course in math or history. Under supervision of faculty members, classes are held three times a week at the school, and each Thursday almost the entire student body takes advantage of Aspen's free afternoon of skiing.

Holden believes that physical fitness is a necessary prerequisite to good skiing. Each day he leads the school in calisthenics designed to strengthen and coordinate body muscles. Courses are taught on the principles of safety and of beginning and advanced first aid. Directed by Holden, formerly a Bowdoin skier, and Jack Snobble, former Dartmouth ski captain and a charter member of the Southern Rocky Mountain Certified Ski Instructors, Inc., the technique of instruction might be termed modified Arlberg with emphasis on sideslipping from the earliest stages. *Continued* ►

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Students also learn from students, since classes are conducted by student instructors. The skiing program is designed to build four-event skiers, proficient in downhill, slalom, cross-country and jumping. Throughout the season the school team takes part in various meets within the state. Two team members, Ben Holden and Tony Perry, went on to the junior nationals in 1955, and the following year John Holden coached the Southern Rocky Mountain cross-country and jump entries in the junior nationals at Franconia, N. H. Tony Perry also took fifth place in the North American downhill championships at Squaw Valley last spring. He is now studying hotel management at Denver University.

As the student progresses he looks forward to the final competitions which climax the ski program. These events are the school's warm-up slalom in December, a classic combined meet in February, and an invitation family slalom in the spring.

One might assume that the saddest days for these skiing students come when the warm sun melts the snow off slopes and trails near the school. This amounts to a temporary and inconvenient loss. There is still skiing country to be found in the untracked peaks and basins of the high country. While spring flowers are beginning to lace the low ground, the students look forward to their annual May ski trip to Mt. Supris and Mt. Hayden.

So there is at least one school where youngsters may enjoy skiing while studying during the academic year. But Rocky Mountain is not the only such school. There are others, in the east and midwest, too. SKI Magazine's Reader Service Department maintains a list of such schools which may be obtained by sending in a Reader Service Coupon, clipped from a copy of SKI, with ten cents in stamps or coin, together with your request.

### 3-WAY CHAMP

#### Mrs. Atkins Led Skiers

Mrs. Leah Marie Atkins of Birmingham, Ala., won the 1957 national women's ski championship. She was first in the slalom and trick events and finished seventh in jumping.

The New York Times

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## READER SERVICE DEPARTMENT

The Reader Service Department is for you, the skier. SKI arranges for you to receive the catalogs and brochures which ski resorts and ski shops prepare for you. The literature sent to you is free, but there is a 10c handling charge (either coin or stamps) which should be enclosed with the coupon. Please allow from two to six weeks for literature to arrive.

### SKI AREAS • FACILITIES • LODGING • TRAVEL

**O1** European resorts: descriptive information about the foremost Alpine ski centers.

**O2** European travel: budgeting your ski trip; airline and boat schedules, fares and special off-season rates; travel tips and information on accommodations.

**O3** Skiing in Scandinavia: where it's best to ski in Norway and Sweden, and how to go there, especially via SAS trans-polar flight.

**W1** Year-around skiing in the Canadian Rockies: tells all about Banff and the other famous ski areas of Alberta.

**W2** The Northwest: Informs you about skiing at Mt. Hood and other Washington and Oregon paradises.

**W3** California, "the snowshine state": read about Squaw Valley, where the 1960 Winter Olympics will make skiing history; and surrounding High Sierra ski areas, as well as the swarm of major areas near Los Angeles.

**W4** Nevada: Ski all day and play all night at Reno Ski Bowl.

**W5** Idaho: "Sun Valley is Idaho," so claim many skiers. Be informed about S.V.'s lowest learn-to-ski weeks.

**W6** Utah: The finest powder snow in the world is found in the Wasatch mountain range. Learn about Alta and the areas which border Salt Lake City.

**W7** Northern Rocky Mountains, including Wyoming, Montana and South Dakota. Skiers edge out wranglers and ranchers in winter.

**W8** Colorado, the ski capital of the Rockies, made famous by Aspen, Winter Park, Arapahoe and many other resorts.

**W9** Ski above the deserts of Arizona and New Mexico with sun and powder snow.

**W10** Midwest ski areas: latest information where to spend a week or a weekend in Michigan, Wisconsin and Minnesota.

**E1** Quebec with its famed Laurentians, the most concentrated resort area in North America, where food is superb, atmosphere abundant, attend CSIA ski schools where skiing is unexcelled.

**E2** Maine, a few hours from Boston, where new ski areas are attracting more skiers each year.

**E3** Vermont with the magic names of Stowe, Mad River, Jay, Burke, Bromley, Mt. Snow, Hogback, Okemo, Mt. Pico, many others north and south, are the attraction which entice skiers to the Green Mountain State.

**E4** New Hampshire attracts skiers to the White Mountains, the highest in the Northeast, to the Eastern Slopes region, Franconia and Sunapee and other popular areas.

**E5** Massachusetts and Connecticut: a short trip from New York City, Boston and Hartford brings you into excellent skiing country.

**E6** New York and Pennsylvania: ski at Lake Placid, Speculator, Snow Ridge, Old Forge, Belleayre, White Face and other well known spots from the Adirondacks to the Catskills and as far south as Ligonier, Pa.

### SKI EQUIPMENT • CLOTHING • MISCELLANY

**X1** How to order ski club patches and other embroidered emblems and novelties available from Hartmann, Inc.

**R1** The popular Norse House Guide for 1957-58 gives advice in the proper selection of ski equipment and clothing. Pithy, common-sensical and interesting.

**R2** Alex Taylor's of New York City offers its latest illustrated brochure of ski and sportswear for men, women and children.

**R3** Liverpool Sport Center publication provides ski information and prices on equipment and clothing.

**R4** Mansfield Shop, situated at the foot of Mt. Mansfield, prints an attractive detailed catalog of top ski clothing and equipment.

**R5** Sig Buchmayr Ski Shops; new catalog of quality ski lines.

**R6** Campion's of Dartmouth fame offers catalog of winter sports clothing and gift specialties.

**F1** List of free films available to ski clubs and other groups—films featuring both American and European ski areas.

**F2** Where and how to rent quality films on all phases of skiing. (Please give club name.)

**F3** How to buy beautiful ski movie footage in 8 mm and 16 mm sound and silent, color and black-and-white.

**F4** Literature on personal-appearance shows by the best skimoviemakers in the U.S. (Please give name of club or business interested in sponsoring.)

**S1** For ski clubs only, information on special SKI magazine subscription rates. (Please give name of club, club secretary and address.)

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## READER SERVICE DEPARTMENT continued

Descriptive literature on the following items of ski equipment may be obtained by writing the company whose address is given in each case:

Dynamic, Kästle, Roskopf & Sanstrom skis; Skade & Romy-securus release bindings; Köflach & Le Trappeur boots; Romy ski poles, & a complete line of camping and mountaineering equipment: Le Trappeur Inc., 60 Washington Court, Quincy 69, Mass.; Anglo-Scandinavian Co., 121 2nd St., San Francisco 5, Calif.

Molitor ski boots: Addleman-Kirsch, 1 Tapan Lane, Orinda, Calif.; Sportrade, Inc., 57 W. 46th St., New York 36, N. Y.

JON-E pocket hand warmer: Aladdin Laboratories, Inc., 620 S. 8th St., Minneapolis, Minn.

A & T skis, release bindings; ski poles; Humanic ski boots; complete line of ski hardware & accessories by largest distributors in the west: Anderson & Thompson Ski Co., 1101 E. Spring St., Seattle 22, Wash.

Barrecrafters' Thriftee ski boot tree & Belleayre model auto top ski rack: Barreca Products Co., Inc., 169 Franklin Ave., Brooklyn 5, N. Y.

Bass Maine-made ski boots: G. H. Bass & Co., Wilton, Maine

Famous L. L. Bean catalog available by writing: L. L. Bean, Freeport, Me.

Nordica ski boots, Attenhofer Flex bindings: Beconta, Inc., 381 4th Ave., New York, N. Y.

"How to Waterproof with Blok-Aid," booklet: Blok-Aid Products Co., 109 College Ave., P. O. Box 973, Fresno, Calif.

Bongo Board, the pre-season ski conditioner: Bongo Corp., 545 5th Ave., New York 17, N. Y.

Softsides goggles & rubber frame goggles with interchangeable lenses: H. L. Bouton, Buzzards Bay, Mass.

Betz ski boots: Continental Imports, 1903 E. 3rd St., Duluth, Minn.

Cortina skis & poles: Cortina Ski Co., 120 Wall St., New York 5, N. Y.

Cubco release bindings: Cubco Inc., Box 22A, Belleville, N. J.

Kästle, Persenico, Fischer, Dartmouth skis; Dartmouth release bindings & ski poles; Humanic ski boots: Dartmouth Skis Inc., Hanover, N. H.

Haderer ski boots: D. W. Devin, 4546 51st N.E., Seattle 5, Wash.

Dovre release bindings: Dovre Ski Binding Co., West Concord, Mass.

Faski wax & lacquers: Faski Co., 1993 N. Roosevelt, Altadena, Calif.; Johnny Seesaw's, Peru, Vt.

"The Construction Principles of Hart Skis," booklet: Hart Mfg. Co., 2400 Endicott St., St. Paul 14, Minn.

Ski insignia & club emblems: Hartmann Inc., 212 West 40th St., New York 18, N. Y.; Glendale Badge & Seal Co., 1151A No. Verdugo Rd., Glendale, Calif.

Steel cable lock keeps your skis from being stolen: Gossner Lock Co., Merchandise Mart., San Francisco, Calif.

Kastinger ski boots, Hampshire ski poles & waxes: Edward K. Hampshire Co., Jackson, N. H.

Metal skis: Head Ski Co., 1507 Roland Heights Ave., Baltimore, Md.

Hedlund skis: Hedlund Mfg. Co., P. O. Box 152, Nokomis, Ill.

Saf-Ski release bindings, designed by Hjalmar Hvam: Hvam Sports, 21 N. W. 23rd Place, Portland 10, Ore.

Trixylo & Vampire-France skis: George Legras & Co., 1005 Market St., San Francisco, Calif.

Walch ski boots, Erbacher skis, Kandahar bindings: Gunther Meergans Co., 38 Maple Ave., Swampscott, Mass.

Miller release bindings: Miller Ski Co., Orem, Utah.

Ski-Driver Set for repairing steel ski edges: Moody Machine Products Co., Inc., 9 Culver St., Providence 5, R. I.

Solar goggles & accessories imported from France: Mont-Blanc Co., 1830 S. W. Harbor Dr., Portland 1, Ore.

Scandinavian imports such as Sigmund Ruud skis, after-ski boots & cross country & jumping release bindings: Nor-Pol Importers, 2418 Golden Valley Rd., Minneapolis 11, Minn.

"How to Ski" booklet: Northland Ski Mfg. Co., Dept. 120, 2325 Endicott St., St. Paul 14, Minn.

Gresvig skis, including new Fibre-Flex models; Stein Eriksen wax, & other imported equipment: O-U Winter Sports, Inc., 1123 Second Ave., Seattle 1, Wash.

Mark II skis in aluminum, hickory & plastic: Paris Mfg. Co., South Paris, Maine.

Glazite plastic ski bases & finishes: Plymold Co., 2707 Turlare Ave., Burbank, Calif.

P & M Zermatt Special, Sperber, Holzner & Roskopf skis; P & M reflex bindings; P & M ski boots by Strasser; P & M ski poles & accessories: P & M Distributing Co., 9 Vernon St., Floral Park, N. Y.

San Marco & Alber ski boots; Unibinding release bindings; Barco ski poles; Blizzard skis: B. A. Ravera Co., 1416 Rudgear Rd., Walnut Creek, Calif.

Europa ski boots: Sandler of Boston, New England Industrial Center, Boston 94, Mass.

Marker release bindings: Guenther Meergans Co., 38 Maple Ave., Swampscott, Mass.; Saska Ski Equipment Co., 12432 Santa Monica Blvd., Los Angeles 25, Calif.

Kneissl skis; Saska ski poles & accessories; Strolz, Kneissl, Neipp ski boots: Saska Ski Equipment Co., 12432 Santa Monica Blvd., Los Angeles 25, Calif.

Heinrich Eckel release bindings, ski poles & ski racks from Munich, Germany: P & M Distributors, Inc., 9 Vernon St., Floral Park, N. Y.; Herbert G. Schwarz Ski Imports, 1513 Sawtelle, Los Angeles 25, Calif.

Ski-Cast car racks & Ski-Cast repair plastics: Scotty's Skihaus, Box 187, Sun Valley, Ida.

Metallic & Aluflex model skis; Raichle Swiss ski boots; Faski wax & lacquer; Stowe Safety & U. S. Star bindings: Johnny Seesaw's, Peru, Vt.



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Ski Hündel, portable hand ski carrier: Ski Handle Mfg. Co., 110 Englewood St., Detroit 2, Mich.

Ski-Port, trunk ski rack for all cars: Ski-Port Mfg. Co., 511 Main St., Stamford, Conn.

Henke ski boots: Specialty Importers, Inc., 242 4th Ave., New York 3, N. Y.

Garmisch ski boot from Germany: Sport-Obermeyer, Aspen, Colo.

Archer release bindings & Blick skis: Sports Unlimited, 20089 Mack Ave., Grosse Pointe Woods 36, Mich.

Bally Mille ski boots & other imports from Switzerland: Swiss Sporting Goods Agency, P. O. Box 885, Cedar Rapids, Iowa.

Tavi release bindings, Battenhofer boots, Tavi skis: Tavi Products, 509 Madison Ave., New York 22, N. Y.

Tyrol ski boots & outside boot trees; boot repair service: Tyrol Shoe Co., Ltd., 1072 Beaver Hall Hill, Montreal, P. Q.

Rieker ski boots: Transcontinental Service Corp., Hanover, N. H.

Rossignol skis, including new Rossignol Easy-Flex rubber laminate: Veteran's Sport Shop, 542-544 Asylum St., Hartford 5, Conn.

Kam & Fratelli Freyre skis; Han Zehetgruber ski boots: Whittlesey-Powers, 131 Market St., San Francisco, Calif.

Widder ski boots & Widder fibreglass ski poles: Widder Sales Corp., 611 Broadway, New York 12, N. Y.

Leath-R-Seal for boots: Fall-Line & Wonder waxes & lacquers: F. H. Weissner, Inc., 159 Lakeside, Burlington, Vt.

Information on ski clothing and accessories may be obtained by writing to the following:

André, 21 West 56th St., New York 19, N. Y.: Swiss nylon ski jacket; seaskin parka; imported skiwear, designed by André.

Danskin, Inc., 437 5th Ave. at 39th St., New York 16, N. Y.: Helanca nylon stretch tights for skiers.

Duofold, Inc., Canal St., Mohawk, N. Y.: Ski underwear.

Banner Bros., 40 Harrison Ave., Boston 11, Mass.: Franconia ski apparel, parkas, jackets and trousers.

Berliner Wear, Dept. 51, 23 Hudson Ave., Mt. Vernon, N. Y.: Wunder Wear insulated underwear.

Carter & Churchill Co., 15 Parkhurst St., Lebanon, N. H.: Profile ski jackets, parkas & ski trousers.

Arne Gjestebj, 26 Garden Lane, Waltham, Mass.: Norwegian ski gloves, scarves, caps, socks and sweaters.

Hagemaster-Lert, Inc., 110 Gilbert St., Menlo Park, Calif.: Bogner ski jackets & parkas, trousers; one-piece ski suits; Meggi sweaters.

Tom Harris Ski Shops, North Conway, N. H.: Alcan parka, ski trousers, sweaters, gloves, scarves, headwear.

Hampton Corp., 1308 W. Fond Du Lac Ave., Milwaukee, Wis.: Alaskans after-ski boots by Kickerinos.

Irving of Montreal, 2027 Mansfield St., Montreal, P. Q.: Racing jackets, sweaters, ski pants—all designed by Irving.

Jantzen Knitting Mills, Inc., Portland 8, Oregon: Ski sweaters.

B. F. Moore & Co., Newport, Vt.: Slalom jackets & parkas, ski trousers, headwear, gloves & socks.

Patricia Moore, Aspen, Colo.: Sweaters from the Aran Islands.

Mont-Blanc Co., 1830 S. W. Harbor Drive, Portland 1, Ore.: Ramosports sweaters; Gamet gloves and headwear; Souki after-ski boots.

Norwegian-American Knitting Mills, Bennington, Vt.: Norak Brynje (air net) underwear.

O'Donnell Industries, Broadmeadow Rd., Marlboro, Mass.: Ski headwear; Tyrolean hat ornaments; after-ski boots; Tyrolean belts.

B. A. Ravera Co., 1416 Rudge Rd., Walnut Creek, Oregon: Li Tui ski jackets, sweaters & parkas; Barco ski trousers; Sanrival ski & after-ski wear.

Roffe's Mfg. Co., 1213 1st Ave., Seattle 1, Wash.: Swiss stretch trousers, nylon-quilted parkas, racing jackets.

Seattle Woolen Co., 2882 A Street, Tacoma 1, Wash.: Edelweiss stretch ski trousers and ski knickers.

R. P. Snell Co., 637 Broadway, New York 12, N. Y.: Ski-Trailer Tyrolean hats.

Sportcaster Co., 2222 2nd Ave., Seattle 1, Wash.: Windjammer ski jackets & parkas, and mittens.

Stevens of Worcester, 42 Foster St., Worcester, Mass.: Insulated Sunset after-ski boots.

Sun Valley Mfg. Co., 19 Portland St., Boston 14, Mass.: Ski sweaters, parkas, jackets, trousers & mittens.

Benjamin Harrison Weiss, Inc., 259 W. 30th St., New York 1, N. Y.: Zero ensolite-lined ski gloves; Davos ski mittens.

Wigwam Mills, Inc., Sheboygan, Wis.: Ski socks.

White Stag Mfg. Co., 67 W. Burnside St., Portland 9, Ore.: Ski jackets, parkas, trousers, gloves, sweaters.



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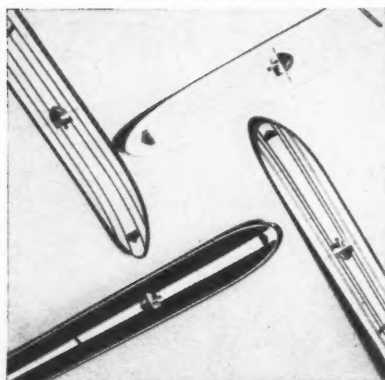
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# A Sad, Sad Story

What didn't these club members do for their ski area!  
Here is a wistful tale of frustrated idealism

by ANN COWAN

IN THE Rocky Mountains, on top of Toogwotee Pass near Dubois, Wyo., there is a mountain that has borne the brunt of more work, raised more hopes and caused more heartache than, probably, any other in the west. It stands all by itself in the beautiful surroundings of the Wind River Range and rises almost a thousand feet from the open park at the base to the rugged cliffs on top. From the summit one has a spectacular view of the Tetons of the Jackson Hole area in the west, the rugged Brooks Lake Mountains scarcely a mile away in the north, the long beautiful Gros Ventre Range in the south, and down the valley to Crowheart Butte and the Indian reservation in the east.

If you were lucky enough to be up there in the winter with a pair of skis on your feet, and it is highly improbable that you would have anything other than skis on your feet, you would be standing on nine to fifteen feet of snow any time from the first of December to the first of June. The trip back down would be one you would always remember, with its choice of five runs, with its average forty-five-degree slope, and the deep, deep powder snow.

This is Two Ocean Mountain. This is the mountain into which approximately ten hardy individuals working as a ski club put more time, effort and faith than most people put into their jobs, with little or no reward except to ski. They worked for nine years, installing motors that worked spasmodically because the club could not afford better ones. They built and hauled in shelter cabins, cleared trees, installed pulleys, hung rope, spliced and respliced rope, and hauled equipment on toboggans over the three quarters of a mile from the highway, or lugged it on their backs in rucksacks. They brought back the few injured there have been.

Always the object of their work

was the beautiful north slope, with its inconceivably deep powder snow. There was never more than 1,300 feet, less than half the mountain, available for skiing with the tow. But the goal was to install another tow higher up and, of course, ultimately a chair lift that would make the whole mountain accessible and especially the top where lies the best skiing.

The original motor burned, so the club went \$500.00 into debt to buy and install an International motor in 1947. They were until 1950 paying this off. The membership that started with fifty or more slowly started dropping off, and more and more work piled upon the remaining few. The new motor worked occasionally, and so did the rope. Other people skied, but rising costs made it necessary for the club to raise more money. Dances were held, meets put on, and out-of-town skiers encouraged to come up. They came, only to be discouraged by the three-quarter-mile cross-country jaunt to the mountain, or by the tow breaking down or the rope separating. In 1953 it became apparent that another motor was inevitable. We had \$300.00 in the treasury, so we got an old motor and put it in the hands of a mechanic for the necessary work, with the wild hope that it could be got on to the hill before the snow was too deep to drive through.

Club membership and enthusiasm dropped off steadily. We started raising money as fast as possible to make up for loss of dues. The snow was over four feet deep when the motor was ready, so we hired a cat with a bulldozer to take it in. This took three days and over \$100.00, plus more Sundays of work in the cold and the snow to get it ready for our coming meet. Only to discover that the radiator leaked like a sieve and, in spite of the mechanic's assurances that it was all we could ask for, the power just wasn't there. We melted snow by the

gallons and worked frantically the day of our annual meet to keep it running long enough to get the racers up the hill. This was the first week in April, and that was all for the season.

We had snow and good conditions until June, but no motor. So, with more faith than common sense we started again in the fall. We advertised for a public meeting and asked all the businessmen to attend in the hope that we could get new ideas and more cooperation and perhaps more enthusiasm—but no one came.

We contemplated buying a snow vehicle to have transportation for the three-quarters of a mile to the hill, since that seemed to be the major deterrent for out-of-town skiers, but we decided this was out of the question if we had no means of getting the skiers up the hill once they were there. So we bought more rope and put the club \$1,000.00 in debt for another motor—this time one that we were sure would work adequately. We put on raffles, another dance, sold business memberships and started the season out with approximately twenty members—and only ten of these were adults, the same ten. We struggled to convince the machinery company that we *did* have snow and were expecting more momentarily and that the work had to be done right away if we were to get the engine in before too much more fell. We just barely made it.

We had it installed, and the first Sunday we ran it, the rear end pulled out of line. So we got on the phone, and finally the company sent a man up to weld it back into place. Two members worked hard a full day to get ready for the welder, then hauled all the acetelyne tanks and welding equipment in on a toboggan and worked another full day with the welder repairing the damage. In the meantime we had to call off our Christmas meet because we had no tow. Then the tow started to run and the rope started to break, the old rope that we had not had the money to replace.

Every Sunday we skied with one eye on the rope, and whenever a frayed place was spotted we raced it back to the foot of the hill in order to stop the engine before it broke completely. We caught it every time, and we spliced rope nearly every Sunday all season. And the membership and the number of skiers dropped off steadily.

The majority of our members were

grade school children. We took them skiing every Sunday and they never once complained about the three-quarters of a mile cross-country. What little they could do to help they did fervently and well, but it wasn't enough. We helped put on bingo games, in exchange for part of the profits, and sponsored little theaters from other towns. We held bake sales and another dance, and we were still a month overdue making the first payment on our note for the engine. We put on two very successful meets with beautiful days and excellent powder snow. The tow ran, but the rope broke, and the competitors complained about the three-quarters of a mile cross-country.

That fall we had to make the final payment of nearly \$500.00 on our note. We needed \$165.00 for new rope and \$135.00 to renew our insurance. We had two outstanding bills and \$203.00 in the treasury. We had a beautiful north slope, deep powder snow, ten serious skiers, and no hope left. We learned that two local skiers were putting in a roadside tow on another hill, so we did the only thing left to do—we joined them.

We offered them our motor, the good length of rope and the pulleys for \$500.00, less than half of what they cost us in money, nothing compared to what they cost us in nine years of labor.

And now we ski, if we ski at all, on a southwest slope next to the highway, and we gaze wistfully at far-away Two Ocean Mountain with its lovely powder snow, which few will ever ski again till somebody puts in an access road and a chair lift.

#### PHOTO CREDITS

17, 19, John M. Stephens • 21-23, John Jay • 34, 35, SKI magazine (FS-M) • 46, 47, Kurt Rohde • 50, 51, SKI magazine (WL) • 52, Province of Quebec • 53, CPR, Jan Brunner • 54, Henry Koro, Province of Quebec • 55, bottom, Richard Arless • 56, 57, SKI magazine (FS-M) • 58, Perry Williams • 68, William Tague • 73, Dick Smith • 74, Warren D. Fowler • 76, center, Miles Bernes • 77, Sun Valley News Bureau, Dean Billings • 78, Frankie Waits • 79, U.S. Army • 88, Nicholas Morant • 90, 91, Bruno Engler, Province of Alberta, Canadian Government Travel Bureau • 92-94, Sun Valley News Bureau (John M. Stephens) • 96, 97, Bernat Yarns • 104, Jack Snobble, SKI magazine (FS-M) • 112, 113, Colin Wyatt • 114, SKI magazine (WL) • 126, SKI magazine (FB) • 127, Archie Studio, Jim Hall, Earl T. Huckle • 128, Henni Angerer, Neopress.

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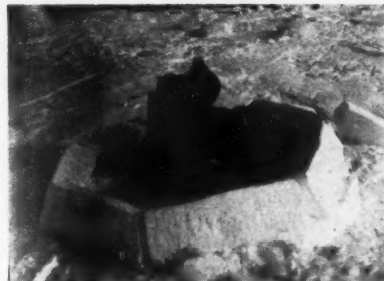
## How to Build an Igloo

A little snow house is no harder to build than a snowman. You need a long flexible knife, windpacked snow, and the patience of the Eskimo.

Photos by Colin Wyatt



1. Lay out circle and cut blocks of snow inside it, full depth of knife and about 4" thick



2. Trim blocks with knife and lay into position, banging the joints together

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3. Slightly curved blocks forming roof of igloo are also taken from inside circle



4. Elongated key block is lifted through from inside, trimmed, settled into position



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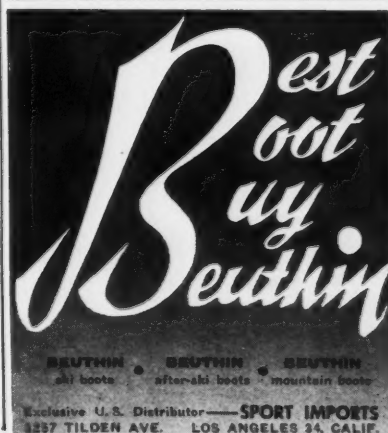


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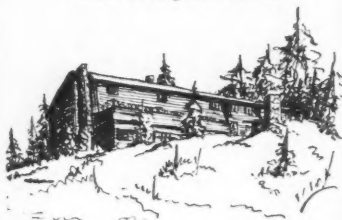
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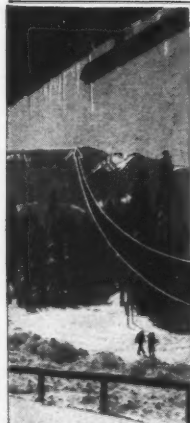
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# Two 'Old Pros' Talk Wedeln

Sig Buchmayr—the skiing 'pro'

Bill Wallace—the writing 'pro'

by BILL WALLACE

**F**OLLOWING a season of unprecedented fanny wiggling on the nation's ski courses, it would appear that wedeln is here to stay. Among skiing's jet set, the great horde of youth that often sets the trend in ski techniques and equipment, one runs the risk of being labeled a square if one does not know wedeln, this sport's answer to rock 'n roll.

We had a long discussion about wedeln with Sig Buchmayr in New York recently and managed to extract a confession from this veteran skier—that wedeln is not so new after all. Following careful and multiple viewing of the Henke Ski Boot Company's impressive training film, "The Austrian Wedeln Technique," it was Buchmayr's deduction that none of the techniques are 'original.

"Wedeln's contribution," said Buchmayr, "is the combining of heel thrust, unweighting the skis and some reverse shoulder into a single technique. That is new."

The film, a 16 mm., twenty-minute silent black-and-white movie, strips the mystery from wedeln and before your very eyes, assembles this way-of-skiing from the basic fundamental of the stem christiana to the modern delayed reverse-shoulder rotation.

In discussing such a sticky subject as ski technique, it is a good idea to seek out someone who has been around a long time and owns a good memory. Buchmayr has such qualifications. His career covers the vital twenty-eight years from 1930 to the present, years that saw the sport grow from nothing to greatness in America. Sig came over from the Arlberg as one of the very first Austrians imported to tell Americans how to "bend zee knees."

He taught skiing for almost two decades before he took up storekeeping and developed the famous eastern chain of ski and sport shops that bear his name.

Although so much has changed in twenty-five years, velvet after-ski pants displacing the rucksack and double chair lifts antiquating climbing

skins, Buchmayr was delighted to report that the true stem christiana turn remains as pure as driven snow, faithful to the memory of Hannes Schneider.

This was borne out early in the Henke film which first presents the building stones, the step-by-step exercises and motions that constitute wedeln. In the footage the stem christies were demonstrated by Austrian instructors a generation younger than Buchmayr, who gleefully commented, "Those are the same kind of turns I taught at Sugar Hill, New Hampshire, in 1930. The christie is the beginning of so much in skiing."

The demonstrators throughout the film were members of the Austrian Ski School in action at the International Ski Teachers Congress, held in 1955 at Val d'Isère, France. On that occasion wedeln made a deep impression on those who influence skiing the most—the teachers—and soon after excited the entire ski world.

The film next added an important element, delayed rotation in the turns, vital to learn because wedeln requires a severe minimizing of rotation of the upper body even to its elimination. Buchmayr was impressed. "My, that's wonderful," he said. "And it's new. We never thought of delayed rotation or reverse shoulder in the old days. Look at those turns. Those boys are beautiful skiers." This comment came when instructors in single file skied slowly down a practice slope, linking turn after turn.

Then came the addition of heel thrust and the continual weighting and unweighting of the skis producing the sharp, dipping turns with force applied down through the knees and ankles to the edges. Any intermediate can do these on a practice slope, and wedeln is one step closer. Anything new here, Buchmayr?

"No," was the reply. "But don't underestimate the importance of this phase. The film demonstration is excellent and particularly thorough here."

The transition period was, to me,



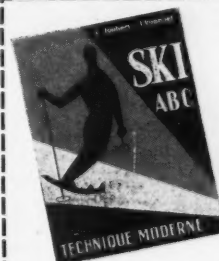
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 V. B. Buoizzi 10, Turin (Italy)



the film's most effective contribution. A pair of instructors were shown in slow motion doing quick, neat wedeln turns down an easy slope with much film emphasis in the weighting and unweighting of the skis. It looked effortless.

"There is the key to wedeln," said Buchmayr, "the proper timing and rhythm in weighting the skis. That may look easy but those boys have a lot of action in their knees and ankles, although they're erect and almost motionless from the hips upward."

The film concluded with the application of wedeln to terrain, the quick, tight linked turns down a simulated corridor, across a tricky traverse and over a long series of bumps and ruts that now are so common on the more populated of this country's ski runs. Wedeln's true worth comes on these occasions because it can solve terrain problems so easily. There is no faster way to ski down a bumpy corridor than with wedeln, and Buchmayr pointed out that slalom racers, unconsciously perhaps, have for many years been using many of the "new" techniques.

Hans Stettler of Specialty Importers, Inc., 242 Fourth Avenue, New York, N.Y., importer of Henke boots, will make the film available upon request to ski clubs and teaching groups, a rental heartily endorsed by Buchmayr. "This is the best training film on modern skiing I've seen," he said. "If a competent skier followed through with the lessons shown in this movie, he could learn wedeln in a few days."

Lastly, we asked Buchmayr why he thought people should learn wedeln if, as he said, it did not improve one's control and merely added speed.

"Why?" he asked. "For fun, what else? It's much more fun to ski wedeln and stay right in the fall line. That's what skiing is for—for fun."

This was a compliment to wedeln from a man who, seems to enjoy his skiing more than anyone else. Buchmayr's technique is to be airborne over seventy-five percent of any trail, with a large grin below his ski cap.

If Sig assures us that wedeln is fun we can all count on seeing more thousands of hip-weavers and torso-contortionists on every ski run—faithful to the American translation of this germanic term—i.e., tail-wagging.

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# Ski News in Brief

Speed trials held at Ruapehu, New Zealand, by members of the **Harvey Clifford Ski School** there resulted in a top clocking of 84.31 mph with electric timing. The Australasian record was set by **Willi Angerer**, who teaches at Gray Rocks, St. Jovite, P.Q., in the winter. Three other skiers clocked within one mph of Angerer were **Bob Dawson** of Vancouver, B.C.; **Carl Burtcher**, an Austrian amateur skier; and **Rod Allin** of the Mont Tremblant Ski School. . . . Government tourist offices of Austria, France, Germany, Italy, Switzerland and Yugoslavia have created the Alpine Tourist Commission as a cooperative venture to promote the entire Alpine region as a summer and winter playground. . . . The U.S. Army has requested reactivation of the Advisory Committee on Mountain and Arctic Warfare, 113 East 90th St., New York 28, N.Y., to assist in acquiring qualified personnel for the Mountain and Cold Weather school at Fort Greely, Alaska, since operations have been discontinued at Camp Hale, Colo. Draft-eligible individuals and ROTC personnel with skiing and/or mountaineering experience are invited to apply to the committee.

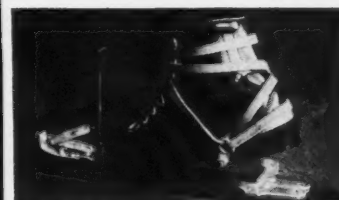
**Longest T-bar:** What will be the longest T-bar in North America—7,000' span, 2,200' rise—is to be erected at Nelson, British Columbia. The Silver King Ski Club placed the order for this lift with Western Lift Manufacturers, according to a company spokesman. . . . Completion of giant double chair lift at Mt. Shasta in California reportedly has been postponed owing to early snows, but 2,000/500' Western T-bar may yet go in. Availability of Papoose Peak chair at Squaw Valley is also dubious. For latest news of ski developments in east and midwest, turn to page 72. . . . An Olympic-caliber ski jump has been completed on the side of Mt. Norquay, Banff, Alberta. Jumps up to ninety meters should be possible there. . . . Aspen is angling for a big Olympic warm-up race in 1960, to be held two weeks in advance of the Winter Games at Squaw Valley. This event would correspond to Kitzbühel's Hahnenkamm, traditional January event.

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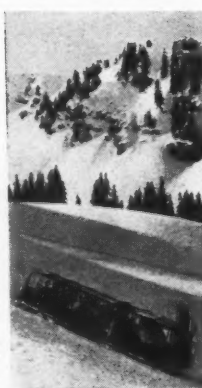
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For information write: Sporthotel Saanenmöser, M.O.B., Switzerland  
The "Ski-Funi" takes a load of skiers up the Hornberg ►



First race to be held at new White-face development will be St. Lawrence University Empire State Giant Slalom (men only, A, B & open) on January 12. Chairman of honorary race committee will be Governor Averill Harriman. . . . Ski writers Pat Harty and Henry Moore were honored at the New England Council's Winter Sports Conference with presentation of the Silver Bowl for 1957, in recognition of their outstanding contribution to New England skiing. . . . "Ski Time," Ronnie Guzik's popular Westchester (WFAS, White Plains) radio program, will be heard five days a week this season at 6:30 p.m., with a full fifteen-minute show on Thursdays. . . . Frank Ellis' reliable snow reports of eastern ski areas will again be heard this season over WOR, New York, every Thursday at a time to be scheduled between 4:00 and 6:00 p.m. . . . Big showings of Warren Miller's "Anyone for Skiing?" at Hunter College, New York City, December 11 and 12. Write Metropolitan Ski Council, Box 37, General PO, New York City, for mail-order tickets. . . . Chicago has formed a Metropolitan Ski Council on plan of that in New York City. Chartered in September, the council elected Harry B. Madsen its first president.

More than 250 Los Angeles skiers will be "all aboard" the first ski train ever to operate from southern California when Union Pacific's "Snowball Limited" leaves for Sun Valley, Ida., January 11. Enlivened by Sun

### NEXT MONTH IN SKI BE SURE TO SEE—

**CAN ONE MILLION SKIERS  
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Plus SKI's regular features, departments and a surprise collection of skiing fact, fun and fiction—fully illustrated.

Valley entertainers, the train ride will be part of a special vacation package offered by the railroad. . . . Ski Club Alpine of Los Angeles holds its annual race camp at Mammoth Mountain December 2-7. . . . **Pete Seibert**, former manager of the Loveland area near Denver, is reportedly planning a new development near Vail Pass, Colo. . . . Aspen ski instructors **Dengph Soderstrom** and **Ed Vestal**, with skiers **Jerry Hewey** and **Earl Rickers**, have completed a 5,000-mile canoe trip from the South Platte at Denver to Old Town, Me. After the grueling push upstream from St. Louis, they rested at the Mt. Telemark ski area in Wisconsin.

**Fred H. Harris**, founder of the Dartmouth Outing Club and first president of the U.S. Eastern Amateur Ski Association, was formally named to the Ski Hall of Fame in ceremonies at Brattleboro, Vt., early last month. . . . **Toni Matt**, largely recovered from a crippling injury, will manage the Carroll Reed Ski Shop at Wildcat, Pinkham Notch, N.H. . . . A branch of New York's Scandinavian Ski Shop has opened at Bousquet Ski Area, Pittsfield, Mass.

**William Beck**, veteran of two Olympics and an alpine specialist, has been named assistant ski coach at his alma mater, Dartmouth College.

#### AUTHOR'S CORRECTION

Upon re-reading my article dealing with Whiteface Mountain (SKI, November, 1957) I feel strongly that I did not give sufficient credit to the Joint Committee on Winter Tourists of the New York State Legislature for a magnificent job of reviving a moribund project and providing the funds to make construction possible.

This committee, headed by Assemblyman Robert G. Main and Senator Robert McEwen, not only made a detailed physical survey of the mountain and set up a basic plan for construction but insured that the bill became "must" legislation of both political parties. Without this vigorous approach, Whiteface would not be opening this month.

It is correct to state that Whiteface was a bipartisan project, in which the Legislature and Governor Harriman cooperated fully. Without this cooperation, New York State would still be deep in the dark ages of skiing. I might add that the Joint Legislative Committee, whose secretary is Sidney T. Cox, is energetically pursuing the development of other Adirondack and Catskill ski areas.

—Hal Burton



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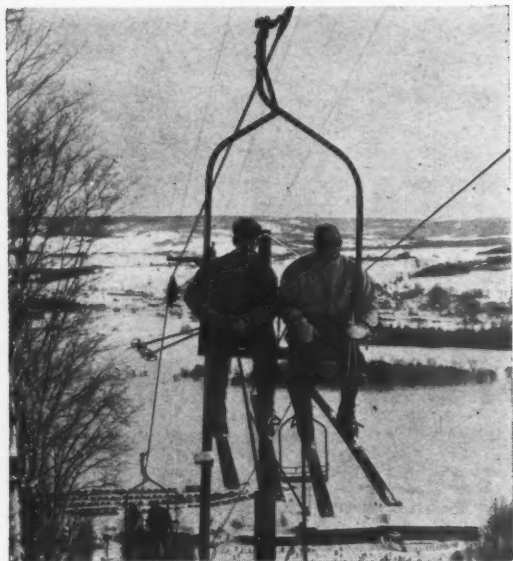
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# Canada's Great Hope

Canadian girl is a top contender for world honors

Lucile Wheeler, North America's outstanding woman racer, goes to the world championships at Bad Gastein this winter as one of the most talented, competitive and experienced, and best coached women skiers of all time. Born and raised in St. Jovite, P.Q., she was coached successively by the late Herman Gadner, John Fripp and Ernie McCulloch. Junior champion at the age of twelve, at fourteen she was the youngest skier ever named to a Canadian FIS team. She has competed with two FIS and two Olympic teams, and took third in downhill at Cortina—the only Canadian ever to win an Olympic medal in skiing. She has competed during a total of four seasons in Europe, and last winter she won the downhill and combined in the Hahnenkamm, beating Europe's best on the Austrians' own home grounds.

Lucile's teammate is Anne Heggtveit of Ottawa, also an outstanding skier who entered international competition at any early age. This season, keep your eye on those Canadian girls!

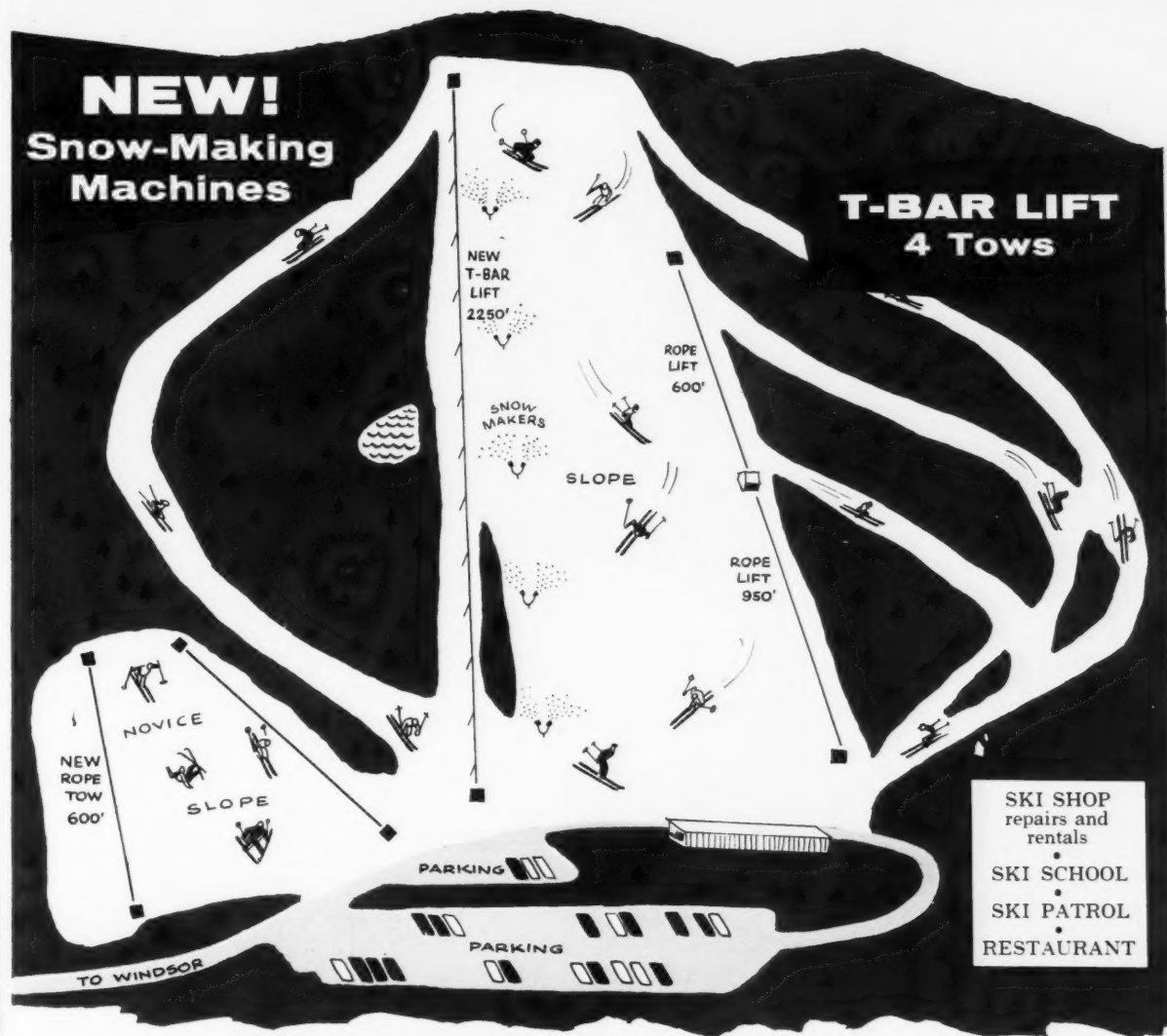


◄ On her home slope at Gray Rocks, where she learned her first christies, Lucile enjoys an occasional workout—when she's not competing in Europe

SKI, DECEMBER, 1957

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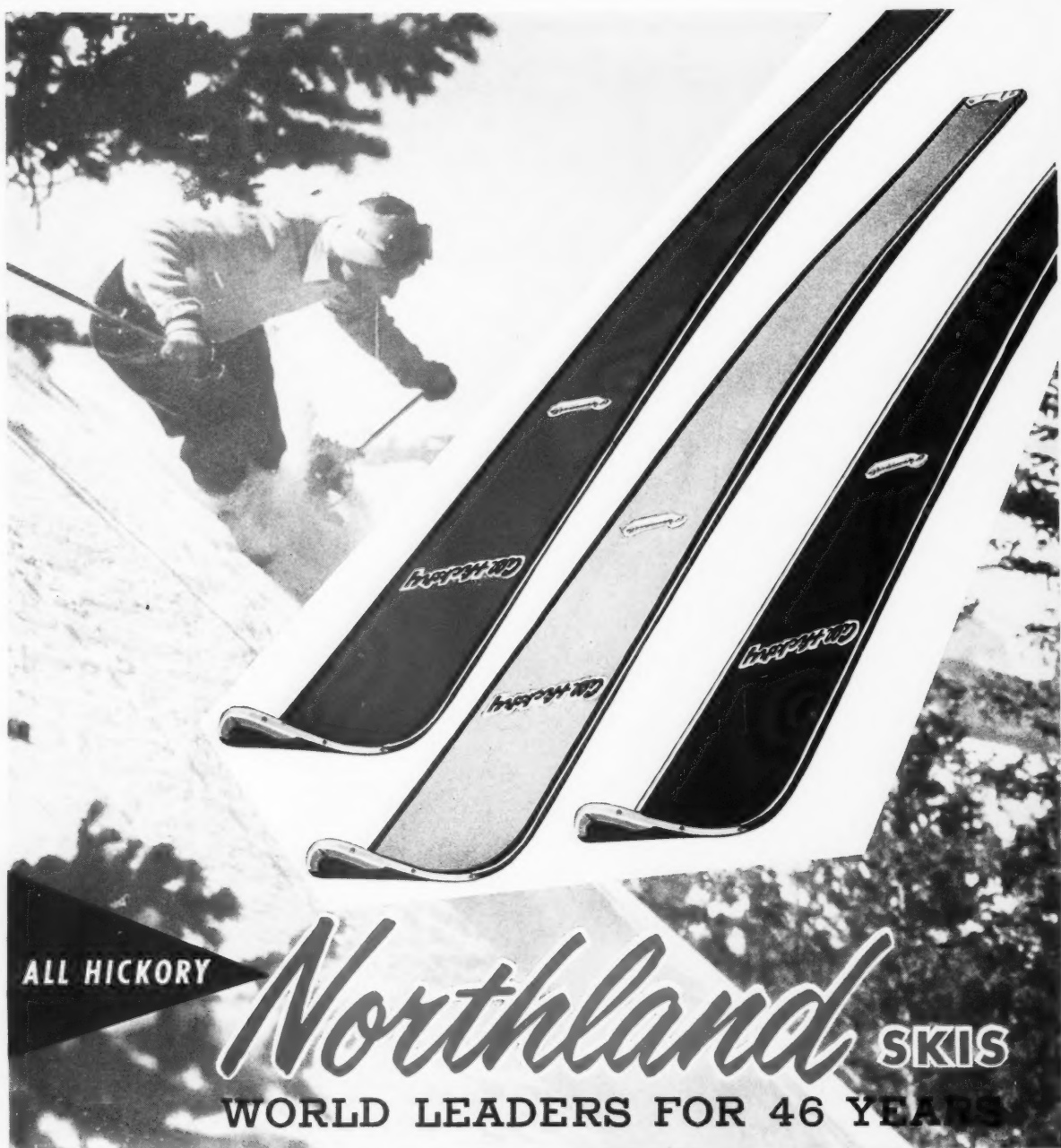
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